

Chapter 3

Affected Environment, Significant Impacts, and Mitigation Measures

3.1 Land Use Patterns and Plans and Policies

This section addresses land use patterns and the consistency of Superblock, Unified Ownership, Off-Site, and No Action alternatives with plans and policies.

3.1.1 Land Use Patterns

Affected Environment

Analysis Area

The land use pattern analysis area extends from 8th Avenue on the north, an area encompassing the Burlington Northern Santa Fe (BNSF) railroad right-of-way on the east, Kirkland Avenue on the south, and Lake Street on the west (Figure 3.1-1).

Land Use Patterns

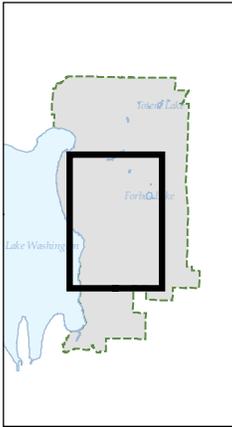
The land use pattern analysis area exhibits a variety of land uses with a mix of commercial, office, civic, and multifamily uses predominating. The current land use patterns studied in this Draft Supplemental Environmental Impact Statement (DSEIS) and their immediate surroundings are described below.

On-Site Land Uses

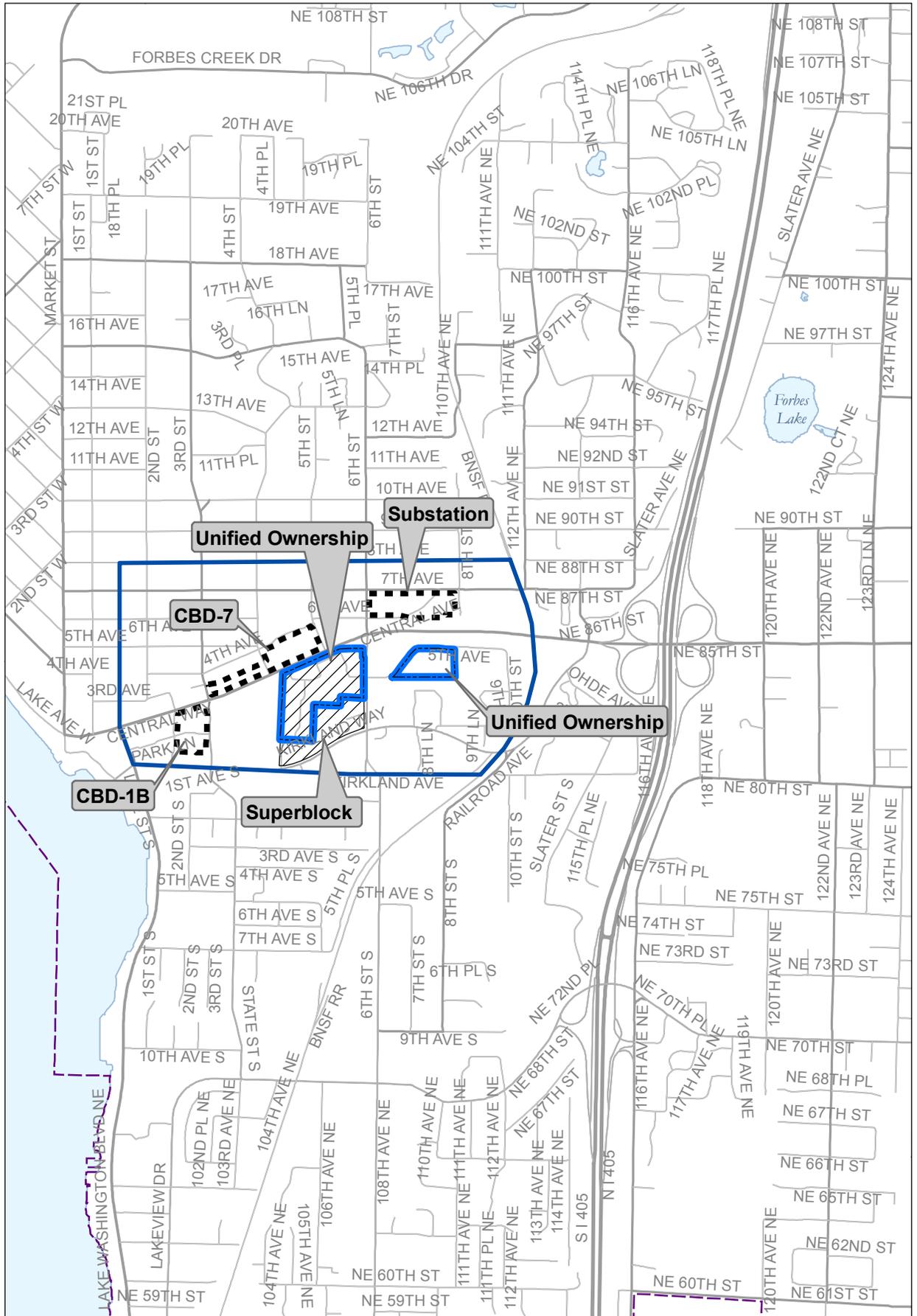
Superblock

The Superblock consists of 17.5-acres bounded by Central Way on the north, 6th Street on the east, Kirkland Way on the south, and Peter Kirk Park on the west. It consists principally of office buildings between 1 and 6 stories in height, with retail and 60 units of multifamily residential mixed in. Currently, there are six property owners.

The northern portion of the Superblock consists of the Parkplace shopping center, which comprises seven buildings with a mixture of office and commercial uses. Among the larger commercial uses are a QFC grocery store and a multiplex cinema. Most of the Parkplace site was developed in the early 1980s and is characterized by buildings separated by surface parking. Some of the on-site parking is in the form of a structured garage. One of the buildings is 6 stories tall while the remaining buildings are 1 or 2 stories in height. The vehicular circulation system provides a north-south corridor through the Superblock and travels through Parkplace from Central Way and exits on Kirkland Way on the Bungie property.

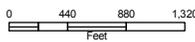


Vicinity Map



Legend

- Offsite Study Area
- Superblock Study Area
- Unified Ownership
- Study Area
- City of Kirkland Boundary
- Lake
- Street Centerline



Source: City of Kirkland 2008; ICF 2010



Figure 3.1-1
Land Use Pattern Analysis Area

South of Parkplace, the Superblock includes four office buildings of 1 to 5 stories in height, as well as one 6-story multifamily property (Watermark) fronting on 6th Street. Office buildings on the Superblock were mostly constructed in the 1990s (with exception of the older Bungie building, originally constructed in the 1960s). They consist of the 1-story Bungie building in the southwestern portion of the Superblock, the 2-story 570 Building on the southeastern portion of the Superblock, the 4-story Continental building located west of Watermark, and the 5-story Emerald Office building. The southern half of the Superblock is characterized by a mix of structured and surface parking, with larger sites—or sites with older buildings—exhibiting more surface parking than newer buildings on smaller sites.

Post Office Site

The Post Office site consists of a 3.28-acre parcel of land with a single-story building more than 20,000 square feet in size. The property includes public, employee, and postal truck parking areas and loading docks for postal trucks. The postal building is surrounded on three sides by surface parking, and a public pedestrian pathway that acts as an extension of 4th Avenue is on the south side.

Substation Block

The Substation Block is a mix of low-intensity industrial and commercial/service uses. Uses on the western portion of the Substation Block, fronting on 6th Street, include a tire store and car wash. Further east, uses consist of a semi-industrial/commercial use (a crane company storage yard) in a single-story building, a Puget Sound Energy (PSE) substation, and a parking lot for the Parkade office building. Central Avenue divides the office building parking from the eastern portion of the Substation Block, which consists of the 2-story Parkade office building and an adjacent warehouse. The Substation Block is characterized by surface parking, and lower-intensity uses that do not require high visibility and pass-by traffic.

CBD-1B Core Block

The CBD-1B Core Block is located west of Peter Kirk Park adjacent to the Kirkland Transit Center on 3rd Street. The CBD-1B Block is bisected by Park Lane which connects 3rd Street and Main Street. The northern part of the CBD-1B Core Block consists of Peter Kirk Square, a 1980s development that includes four small retail buildings served by a central surface parking lot. A King County Metro wastewater pump station takes up a small portion of the southeastern corner of Peter Kirk Square. The southern portion of the CBD-1B Core Block consists of a vacant antique mall located within a single-story 1950s-era building served by a surface parking lot.

CBD-7 Block

The CBD-7 Block consists of two blocks fronting on Central Way between 3rd Street and 5th Street with 4th Street dividing the two blocks in the middle. The western block consists of a fast food restaurant, gasoline service station, and car wash. East of 4th Street, auto-oriented retail and service uses continue, including a gasoline service station, restaurant, and bank fronting on Central Way. One parcel on the corner of 4th Street and 4th Avenue consists of a 2-story office building constructed in the 1980s. Aside from the office building, the remainder of the CBD-7 Block east of 4th Street is characterized by surface parking lots and small single-story buildings.

Surrounding Land Uses

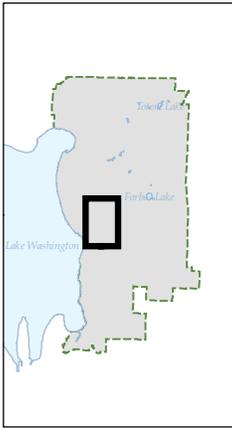
Figure 3.1-2 shows existing land uses in the vicinity of the blocks being considered for additional growth in the DSEIS. The land surrounding these areas is generally developed and has little vacant property available. Table 3.1-1 shows the surrounding land uses near each block.

Table 3.1-1. Surrounding Land Uses

Block	North	East	South	West
Superblock	Commercial, Multifamily	Professional Office, Multifamily	Professional Office, Multifamily, Single Family	Park
Parkplace	Commercial, Multifamily	Professional Office, Multifamily	Professional Office, Multifamily	Park
Post Office	NE 85th Street Right-of-Way	Professional Office	Multifamily, Single Family	Professional Office
Substation Block	Industrial, Professional Office, Multifamily, Single Family	Industrial, Professional Office, Commercial, Vacant	NE 85th Street Right-of-Way	Multifamily
CBD-7 Block	Multifamily, Single Family, Professional Office	Multifamily, Commercial	Commercial	Commercial
CBD-1B Core Block	Commercial	Park	Commercial	Commercial

Source: King County Assessor Data 2008

The topography in the area tends to slope downward as one travels west toward Lake Washington. There is also a major topographic change between NE 85th Street and the land uses to the north and south of that road in the eastern portion of the land use analysis area. The finished grade of NE 85th Street is well above the Substation Block to the north, particularly the eastern portion of that block, as well as above the Post Office site. This dramatic change in grade between NE 85th Street and the streets to the south and north effectively separates land uses north of NE 85th Street and east of 6th Street from the rest of the land use analysis area and reduces visibility of the block. By the time NE 85th Street becomes Central Way west of 6th Street and reaches the Superblock, the roadway is still approximately 15 feet above the finished grade of the surface parking lots on the Parkplace portion of the Superblock.



Vicinity Map
 0 6,100 12,200 18,300
 Feet

Legend

- Offsite Study Area
- Superblock Study Area
- Unified Ownership Study Area

City of Kirkland Land Use

- COM - Retail/Commercial
- IND - Industrial
- MF - Multifamily
- MHP - Mobile Home Park
- OPN - Open Space
- PARK
- PLOT - Parking Lot
- PO - Professional Office
- PUBI - Public Institution
- PVTI - Private Institution
- ROW - Right of Way
- SF - Single Family
- UTL - Utility
- VAC - Vacant
- Railroad Centerline



0 160 320 480
 Feet



Source: City of Kirkland 2008; ICF 2010

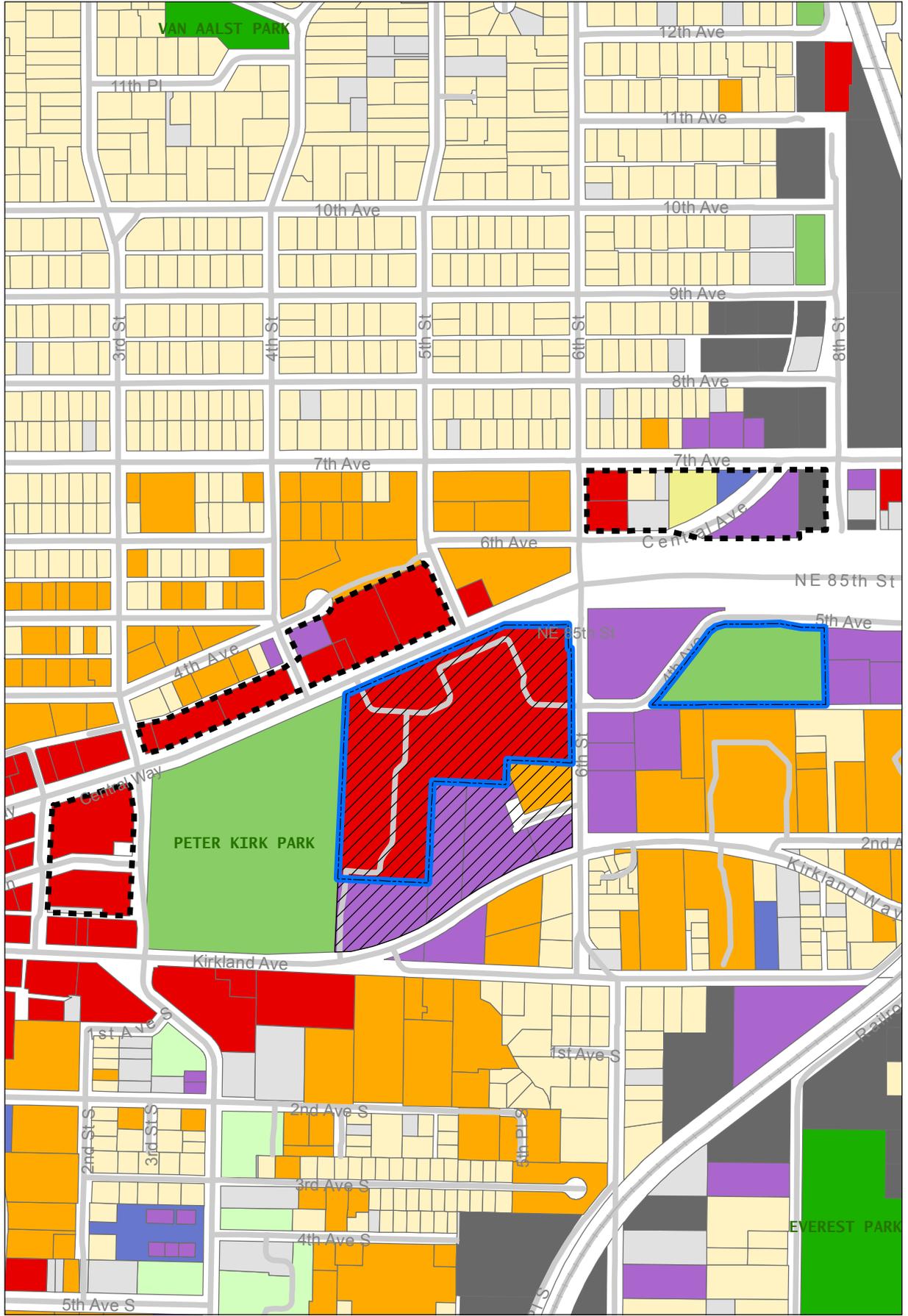


Figure 3.1-2
Existing Land Use

Redevelopment Opportunities

The Commercial Growth Alternatives Site Selection Study (Appendix A) identified the Superblock, Parkplace and the Post Office, and the three off-site blocks studied in this DSEIS as possible locations for commercial redevelopment. These areas include properties characterized by underused sites or surface parking that could be redeveloped to more efficient uses. The No Action Alternative also assumes redevelopment on the Parkplace portion of the Superblock and the Parkplace North development on the Substation Block occurs within existing land use regulations and permits. With the exception of Parkplace which has been the subject of a private amendment request, and Parkplace North on the Substation block which has received a building permit, this analysis does not speculate whether the subject Downtown properties are available or if the property owners are interested in redeveloping. Practically speaking, where there are buildings that are less than 20 years in age, it is less likely that the properties would redevelop.

Current Employment and Housing Mix

The Superblock currently contains approximately 60 dwelling units in a multifamily development (Watermark). Although residential is an allowed use within portions of the CBD-5 zone, in which the Superblock is located, this is the only residential use existing on the Superblock. The remainder of the Superblock is made up predominantly of office and commercial uses.

For purposes of this analysis, employment estimates were generally derived by using a consistent estimate of square feet per employee by land use category based on transportation model conventions for the various land uses. Using this methodology, there are approximately 1,290 employees currently working within the Superblock, including the 668 employees described as working at Parkplace in the 2008 Downtown Kirkland Area Planned Action DEIS. It is estimated that more than 78%¹ of Superblock employees are office workers, and the remainder are retail and service workers located on the Parkplace portion of the Superblock.

The Off-Site study area consists exclusively of employment land uses, even though residential uses are allowed by the CBD-7 and CBD-1B zones. Most of the land uses in the Off-Site study area are retail uses, with some office located on the Substation Block and CBD-7 Block. There are also some industrial uses located on the Substation Block. Using the same employment estimate methods as the Superblock, there are approximately 280 employees on the three off-site study area blocks. Employment among the three off-site blocks is estimated to be broken down as follows:

- 130 employees at the Substation Block (more than 73% of which are located in the Parkade office building),
- 80 employees on the CBD-7 Block, and
- 70 employees in the CBD-1B Core Block.

Because the post office is an institutional use, the employee by land use category method (i.e. retail and office square feet per employee) was not used to estimate existing employment. Instead, based on estimates of employee and mail carrier vehicles from aerials, the Post Office site is estimated to include approximately 100-120 employees under existing conditions.

¹ Based on an analysis of building square footage devoted to land uses, and applying the following standards 500 square feet/retail employee, and 250 square feet/office employee. Building square footages are provided by King County Assessor's data.

Regulatory Overview

2008 Comprehensive Plan Land Use Designations

The City of Kirkland Comprehensive Plan Land Use Map (Land Use Map) designates a range of housing densities and a variety of nonresidential uses for properties within the alternatives. The Land Use Map contains land use designations reflecting the predominate use allowed in each area. These designations are implemented by zoning designations on the Kirkland Zoning Map (City of Kirkland 2004a).

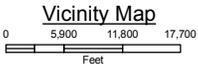
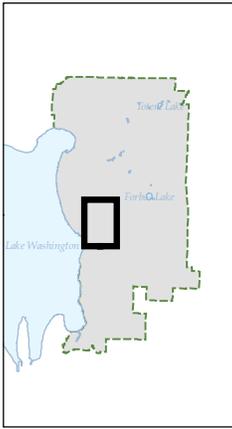
The Superblock, CBD-7 Block, and CBD-1B Core Block are all located in the Commercial (C) Comprehensive Plan designation (Figure 3.1-3). This designation may include retail, office, and/or multifamily uses, depending on the location. Retail uses are defined as those that provide goods and/or services directly to the consumer, including service uses not usually allowed within an office use. Commercial areas can range in size and function (City of Kirkland 2004a). The Comprehensive Plan glossary defines office uses as "...uses providing services other than production, distribution, or sale or repair of goods or commodities." Multifamily uses are defined as "Residential use or land where a structure provides shelter for two or more households at medium to high densities." Since these three areas are located in Downtown, they are anticipated to be part of one of the City's larger commercial areas.

The Post Office site is located in the Office/Multifamily (O/MF) Comprehensive Plan designation (Figure 3.1-3). This designation may include areas where both office and medium-or high-density residential uses are allowed. Uses may be allowed individually or within the same building in this designation (City of Kirkland 2004a).

The Substation Block is located in the Industrial (IND) Comprehensive Plan designation. This designation may include uses predominantly connected with manufacturing, assembly, processing, wholesale, warehousing, distribution of products, and high technology (City of Kirkland 2004a).

Figure 3.1-3 illustrates the following additional Comprehensive Plan designations in the vicinity of the Superblock, the Unified Ownership Alternative properties, and the three Off-Site Alternative blocks (City of Kirkland 2004a):

- Park/Open Space (P). Natural or landscaped areas used to meet active or passive recreational needs, protect environmentally sensitive areas, and/or preserve natural landforms and scenic views (applied to Peter Kirk Park).
- High Density Residential (HDR). Detached, attached, or stacked residential uses at up to 24 dwelling units per acre.
- Medium Density Residential (MDR). Detached residential uses at 10 to 14 dwelling units per acre and attached or stacked residential units at eight to 14 dwelling units per acre.
- Low Density Residential (LDR). Single-family residential uses from one to nine dwelling units per acre for detached residential structures and one to seven dwelling units per acre for attached residential structures (City of Kirkland 2004a).

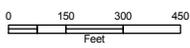


Legend

- Offsite Study Area
- Superblock Study Area
- Unified Ownership Study Area

Comprehensive Plan Land Use

- Commercial
- Industrial
- Light Manufacturing Park
- Office
- Office/Multi-Family
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Institutions
- Park/Open Space
- Railroad Centerline



Source: City of Kirkland 2008; ICF 2010

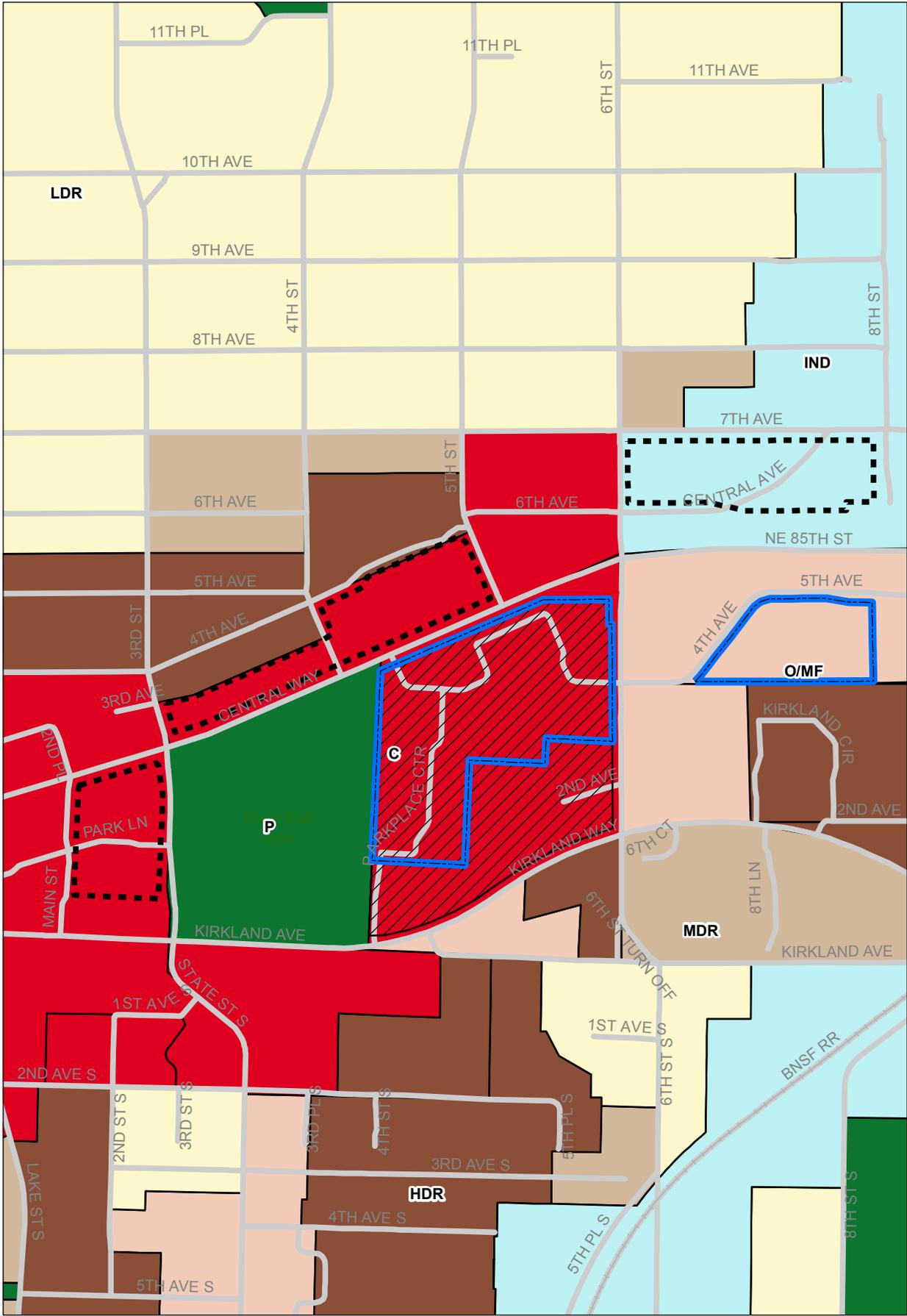


Figure 3.1-3
No Action Comprehensive Plan 2008



2008 Zoning Code Designations and Standards

Existing zoning in the land use analysis area corresponds to the Land Use Map designations for these areas.

Superblock

The Superblock makes up the City's entire CBD 5 zone² (Figure 3.1-4). This zone allows a variety of office and commercial uses (including retail, restaurant, entertainment, hotel/motel, etc.) and limited residential uses. Buildings within this zone that exceed 2 stories above average building elevation must demonstrate compliance with the City's design regulations and the provisions of the Downtown Plan chapter of the Comprehensive Plan. The entire zone must be physically integrated both in site and building design. The area design must include installation of pedestrian linkages consistent with the major pedestrian routes outlined in the Downtown Plan chapter of the Comprehensive Plan, between public sidewalks and building entrances, and between walkways on the subject property and existing or planned walkways on abutting properties.

Post Office Site

The Post Office site is zoned PLA-5C (Figure 3.1-4), which allows office and multifamily uses. Buildings on the Post Office site can reach a maximum height that is the lower of 6 stories or 60 feet above average building elevation.

Substation Block

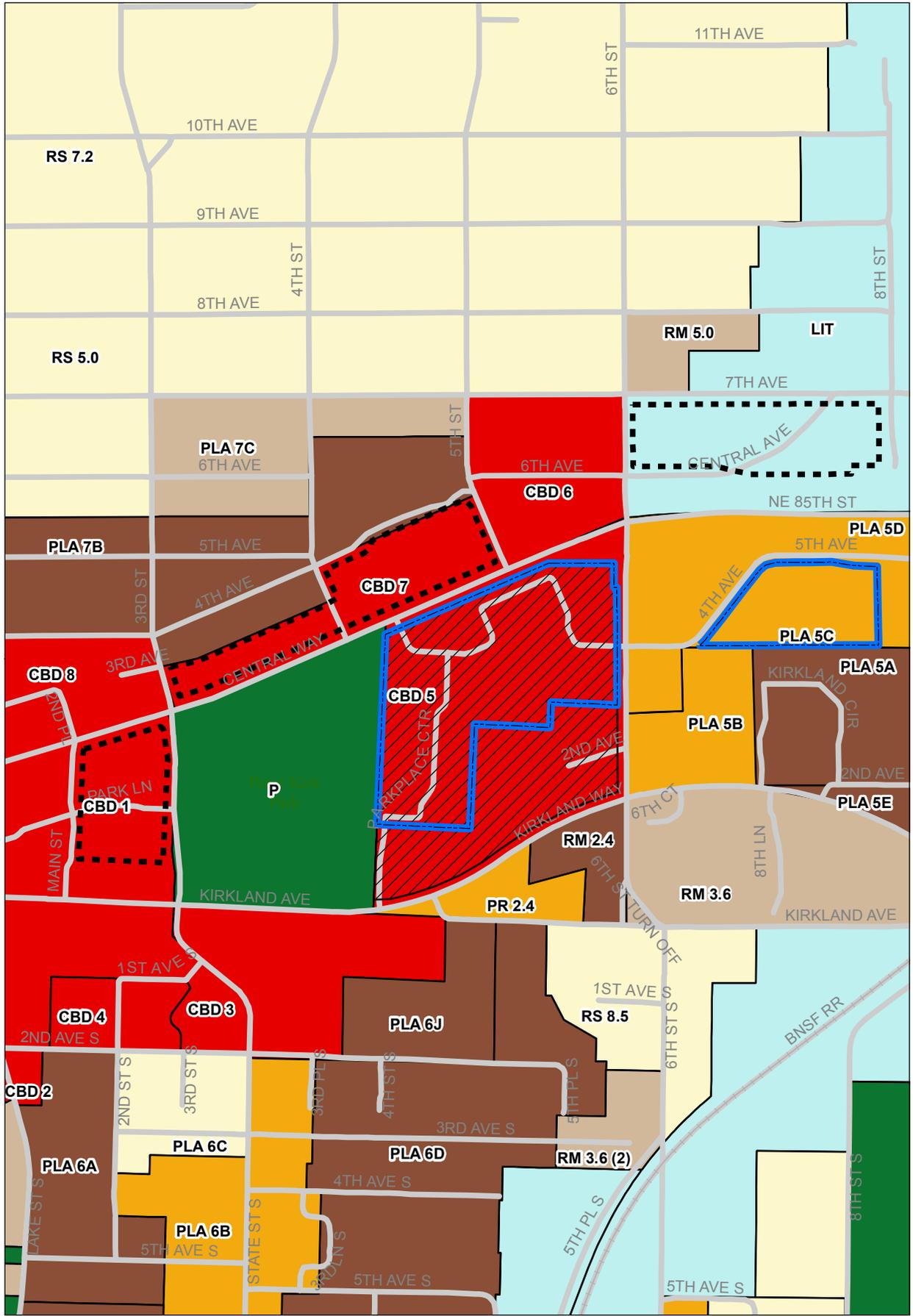
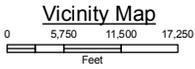
The Substation Block is zoned Light Industrial Technology (LIT) and is a small part of the overall LIT zone, which extends north from NE 85th Street and west of the BNSF railroad right-of-way until approximately 12th Avenue. The western boundary in this area extends to a portion of the block west of 8th Street, and extends to 6th Street near NE 85th Street.

The LIT zone allows for a variety of warehousing, industrial, wholesale, high technology (including research and development, information technology, and biotechnology), and storage uses. Office uses are also allowed, but retail uses are limited. Buildings in this zone may not exceed 25 to 35 feet. The LIT zone is not subject to design review.

CBD-7 Block

The CBD-7 Block makes up the City's entire CBD-7 zone, which allows a variety of office and commercial uses, similar to the CBD-5 zone above. Multifamily residential is allowed as part of a mixed-use development. Site design in this zone must include installation of pedestrian linkages consistent with the major pedestrian routes in the Downtown Plan chapter of the Comprehensive Plan. Buildings in this zone may not exceed 41 feet in height, and those that exceed 2 stories above average building elevation must demonstrate compliance with the City's design guidelines.

² While in 2008 the City approved CBD-5A zone on the Parkplace portion of the Superblock, the purpose of this SEIS is to determine alternative locations for the increased employment allowed in CBD-5A. The SEIS keeps a consistent definition of No Action as continuing CBD-5 zoning.

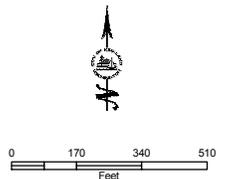


Legend

- Offsite Study Area
- Superblock Study Area
- Unified Ownership Study Area

Zone Designation

- Commercial
- Industrial
- Office
- High Density Residential
- Medium Density Residential
- Low Density Residential
- Institutions
- Park/Open Space
- Railroad Centerline



Source: City of Kirkland 2008; ICF 2010



Figure 3.1-4
No Action Zoning 2008

CBD-1B Core Block

The CBD-1B Core Block makes up the entire CBD 1-B zone. This zone allows a variety of commercial, office, and multifamily uses. Street-level, ground-floor uses in the CBD-1B zone are limited to a variety of commercial uses that attract pedestrian travel such as retail, restaurant, and entertainment uses. Maximum building heights in the CBD-1B zone are generally 55 feet as measured above abutting right-of-way, but building heights are limited by upper story setback requirements found in this zone. For example, no portion of a building within 30 feet of Central Way may exceed 41 feet, and all stories above the second story of any building within 40 feet of 3rd Street or Main Street must maintain an average setback of at least 10 feet from the front property line. Similar upper-story setbacks apply on other streets in this zone. Buildings within this zone that exceed 2 stories above average building elevation must demonstrate compliance with the City's design guidelines.

Figure 3.1-4 illustrates the following additional zoning designations in the vicinity of the Superblock and the three Off-Site Alternative blocks, which are variations of CBD, Planned Area (PLA), Residential Single Family (RS), Residential Multifamily (RM), Professional Office Residential (PR), and P.

Design Standards

Chapter 142 of the Kirkland Zoning Code identifies development activities within designated design districts as subject to design review by the City. The Superblock and the CBD-7 Block and CBD-1B Block are located in the CBD design district. New buildings greater than 1 story in height or more than 10,000 square feet in gross floor area, substantial building expansions, and alterations of buildings in designated historic districts are subject to review by the City's Design Review Board. City planning staff conducts an administrative design review for those projects not required to appear before the Design Review Board. Because of size and height requirements, design review would likely apply to the Superblock, CBD-7 Block, and CBD-1B Block. The Substation Block and the Post Office site are both located outside of a design district, and therefore are not currently subject to design regulations.

In the CBD-5 zone where the Superblock is located, design standards address issues such as the pedestrian experience; public improvements and area features; parking lot location and design; scale; building material, color, and detail; and natural features. These design standards and the design guidelines for pedestrian-oriented business districts applicable to Downtown development are treated in more detail in Section 3.2, Aesthetics.

Impacts

Impacts Common to All Alternatives

Under all alternatives, Parkplace will redevelop into a more intense mix of office and commercial uses with more parking in structures rather than in the form of surface parking lots. In addition, the approved Parkplace North (Primeau) site on the Substation Block and a nearby parking lot are also anticipated to redevelop under all alternatives in accordance with approved building permits.

Overall redevelopment in the area surrounding the blocks being analyzed would continue to increase and reinforce the mix of office, retail, and multifamily uses found in Downtown and its

perimeter. The few existing single-family residential uses are expected to decrease in the land use analysis area as single-family structures located in multifamily and commercial zones redevelop.

All alternatives are expected to increase the office portion and to a lesser extent the commercial portion of the mixture of uses found in the land use analysis area.

Redevelopment would cause the temporary or permanent displacement of some existing uses. These uses could relocate within downtown Kirkland, to other areas of the City, or some might choose to relocate outside the City.

Superblock Alternative

Land Use Patterns

Under the Superblock Alternative, land use patterns are expected to increase in intensity compared to the No Action Alternative though the mix of uses is expected to stay the same. Under this alternative, all properties on the Superblock would be redeveloped with taller buildings and redevelopment would make more efficient use of existing buildable land, including the option of using structured parking instead of more land-consumptive surface parking. About half of the commercial square footage would occur on the 11.5-acre Parkplace site. The other half of the expected increase in office and retail square footage would be spread across the balance of the Superblock. It is assumed that if the Watermark site were to be redeveloped, it would retain the existing 60 dwelling units but add commercial square footage. If the Watermark site does not redevelop, and if there is still demand for additional commercial square footage it would then re-distribute to other portions of the Superblock, increasing intensity in other properties. Given the current intensive lot coverage and height and overall investment in the Watermark property, redevelopment is considered unlikely in the near term. Other parcels on the block with relatively recent construction and/or intensive uses are also considered less likely to develop in the near future.

Under the Superblock Alternative:

- Redevelopment to more intensive office and commercial uses would increase the amount of area covered by buildings and plazas or other pedestrian-oriented gathering places on the Superblock,
- Redevelopment would result in a more intense land form than currently exists. Surface parking would be replaced with primary uses. Existing surface parking in the Superblock—particularly on the Parkplace, Bungie, and Emerald sites—is expected to be greatly reduced as more structured parking is provided.
- Intensification would occur over time. Parkplace could still develop as a master planned site, and other properties would redevelop incrementally.
- The amount and intensity of development on the Superblock would make it a focal point of Downtown employment with an increase of approximately 1.5 million square feet of office and commercial space in the area over existing conditions.

Compared to the No Action Alternative or the Off-Site Alternative, land use patterns under the Superblock Alternative would intensify the mix of uses on the Superblock as a whole. The Parkplace site would be redeveloped more intensively under this alternative than under either the No Action Alternative or Off-Site Alternative.

Land Use Compatibility

The same general types of land uses would occur on the Superblock as currently exist today. However, it is assumed that a substantial increase in office and commercial development would occur across the Superblock compared to existing conditions. Building heights are also anticipated to increase across the Superblock in comparison to the Off-Site Alternative and No Action Alternative.

Specifically, the Superblock Alternative would have the following land use compatibility characteristics:

- Development and redevelopment would have a more uniform intensity across the entire Superblock compared to the No Action Alternative, Unified Ownership Alternative, or the Off-Site Alternative, which assume that only Parkplace would redevelop on the block. Building heights are expected to increase from a maximum height of 5 stories above average building elevation under the No Action Alternative to 6 stories above adjacent streets under the Superblock Alternative. Buildings on the Emerald and Bungie properties would need to be 6 stories in height to accommodate the level of new development anticipated. Buildings on the remainder of the Superblock would range from 4 to 5 stories, within the limits of the existing CBD-5 zone, but taller than many of the existing buildings on the Superblock and those surrounding the blocks.
- Superblock redevelopment would have greater intensity and height compared to surrounding blocks. The increased intensity would occur within a largely commercial area to the north and east of the Superblock. However, there are lower intensity residential areas to the south and southeast as well as at Peter Kirk Park. Thus there would be a change in scale and a potential for incompatibility from one block face to another. Adherence to setbacks and design standards would mute the differences in intensity to some degree.
- Given that the Superblock frontage on Kirkland Way is predominantly office, added retail could increase activity levels during evening or weekend hours depending on the type of retail business. This change in activity levels could affect the lower intensity uses south of Kirkland Avenue and Kirkland Way.

Employee and Housing Mix

The Superblock Alternative does not include additional housing.

Under all alternatives, there is an increase of approximately 954,000 square feet of development compared to the No Action Alternative. This increase in commercial development is divided into approximately 60% office and 40% commercial/retail. This translates into approximately 3,050 jobs (2,290 office and 760 commercial/retail). Table 3.1-2 shows how employment growth is distributed for the DSEIS alternatives. Development under the Superblock would include all 3,050 jobs on the single contiguous Superblock. Slightly more than 50% of the jobs would be located on the Parkplace site, and slightly less than half would be located on other portions of the Superblock. The resulting approximately 6,610 jobs on the Superblock, which equates to approximately 378 jobs per acre, would create an employment focal point in Downtown.

Table 3.1-2. Assumed Number of Employees by Block

Geographic Area	Existing Conditions	No Action Alternative	Superblock Alternative	Unified Ownership Alternative	Off-Site Alternative	2008 FEIS Review Alternative
Superblock	1,295	3,560	6,610	5,100	3,560	6,610
Parkplace Site	670	2,935	4,475	4,475	2,935	5,985
Remainder of Superblock	625	625	2,135	625	625	625
Post Office Site	120	120	120	1,630	120	120
Off-Site Alternative Blocks						
Substation Block	130	410	410	410	1,220	410
CBD-7 Block	80	80	80	80	1,515	80
CBD-1B Core Block	70	70	70	70	875	70
Off-Site Blocks Subtotal	280	560	560	560	3,610	560
Totals	1,695	4,240	7,290	7,290	7,290	7,290
Net Increase Above Existing Conditions		2,545	5,595	5,595	5,595	5,595

Unified Ownership Alternative

Land Use Patterns

Under the Unified Ownership Alternative, land use patterns are expected to increase in intensity compared to the No Action Alternative though the mix of uses is expected to stay the same. Under this alternative, only the Parkplace site and the Post Office site located east of the Superblock would be redeveloped. Redevelopment would result in taller buildings and more efficient use of existing buildable land, including the option of using structured parking instead of more land-consumptive surface parking currently present on both sites. About half of the commercial square footage would occur on the 11.5-acre Parkplace site. The other half of the expected increase in office and retail square footage would occur on the 3.28-acre Post Office site.

Under the Unified Ownership Alternative:

- Redevelopment to more intensive office and commercial uses would increase the amount of area covered by buildings and plazas or other pedestrian-oriented gathering places compared to existing conditions only on the Parkplace site on the Superblock. Redevelopment would occur on the Parkplace Site at a similar intensity of development as found under the Superblock Alternative.
- Redevelopment would result in a more intense land form than currently exists. Surface parking would be replaced with primary uses. Existing surface parking on the Parkplace and Post Office sites is expected to be greatly reduced as more structured parking is provided.

- Under the Unified Ownership Alternative, Parkplace could still develop as a master planned site. The Post Office site may develop as a master planned site as it is in single ownership at this time.
- The amount and intensity of development on the Parkplace site would make it more of a focal point of Downtown employment than under existing conditions. However the spread of the remainder of employment to the Post Office site on the perimeter of Downtown would provide less of a concentration of employment than the single contiguous area found under the Superblock Alternative.

The Parkplace site would be redeveloped at a similar intensity as assumed for the Superblock Alternative, and would be more intensively developed under this alternative than under either the No Action Alternative or Off-Site Alternative.

Land Use Compatibility

The same general types of land uses would occur on the Parkplace site as those that currently exist. It is assumed that redevelopment of office and commercial uses will occur more intensively on the Parkplace site than under either existing conditions or the No Action Alternative. Under this Alternative, the Post Office site would redevelop from a government facility to a mixture of office and retail uses. Although office uses surround the Post Office site on two sides, the introduction of commercial uses in this area would be new.

Building heights on the Parkplace site are expected to be similar to those found in the Superblock Alternative, but would be an increase in comparison to the Off-Site Alternative and No Action Alternative. Building heights would increase to approximately 70 feet on the Post Office site, creating a taller building on the site than any of the buildings found east of 6th Street in this part of the City.

Specifically, the Unified Ownership Alternative would have the following land use compatibility characteristics:

- Development and redevelopment would be intensely focused on two large sites (Parkplace and the Post Office) under this alternative. Building heights are expected to remain at a maximum of approximately 5 stories above average building elevation on the Parkplace site, within the existing height limits of the CBD-5 zone. However, Parkplace would be more intensively developed with taller buildings than the rest of the Superblock.
- The Post Office site would accommodate a 5-story building, which would be taller than the 1-story building that exists on the site and than any nearby building found east of 6th Street. Although the 5-story building theoretically fits within the 6-story maximum allowed on the Post Office Site, it is estimated that approximately 70 feet of height would be needed to provide these 5 stories, 10 feet more than the 60-foot maximum building height specified in the PLA 5C zone. While building design could be modified to reduce floor heights, the requirements for a tall ground floor to accommodate retail space could make it difficult to fit all five stories under the 60-foot limit imposed by current zoning.
- The intensity of development on the Parkplace site alone on the Superblock would create similar compatibility issues with abutting uses as found under the 2008 FEIS Review Alternative.
- Redevelopment of the Post Office site to a taller building than exists in this part of the City, and the addition of commercial/retail uses in a predominantly office and residential area east of 6th Street, would create potential compatibility issues particularly in relation to the 3-story

multifamily development found south of the Post Office site. Compatibility issues could include activity at times of the day when they do not currently occur with the addition of commercial uses, and potential of taller buildings to shade residential development to the south.

Employee and Housing Mix

The Unified Ownership Alternative does not include additional housing.

Table 3.1-2 above shows employment growth for the DSEIS alternatives. Development under the Unified Ownership Alternative spreads the increase of 3,050 employees across two sites rather than the entire Superblock. The Parkplace site includes the same increase of 1,540 jobs as found on the Superblock Alternative. However, the remaining additional 1,510 jobs would be located on the Post Office site. Under this alternative, the Parkplace site would have a jobs density of 389 jobs/acre (the entire Superblock's jobs density falls to 291 jobs/acre), and the Post Office site has a job density of 497 jobs/acre. Although employment would be more concentrated in two large properties, because they are not contiguous, this alternative would not provide as much of an employment focal point for Downtown as the Superblock Alternative.

Off-Site Alternative

Land Use Patterns

Under the Off-Site Alternative, land use patterns in the study area are expected to increase in intensity compared to existing conditions. Under the Off-Site Alternative, all properties on the CBD-7 Block and CBD-1B Core Block would redevelop. Growth on the Substation Block would consist of redevelopment in addition to that anticipated under the No Action to occur on the Parkplace North (Primeau) site with the exception that the PSE facility is not expected to redevelop. Approximately 47% of overall development occurring under the Off-Site Alternative occurs on the CBD-7 Block, located to the north of the Superblock and Peter Kirk Park, as this largely auto-oriented commercial area now characterized by surface parking and auto circulation is redeveloped to more intensive mix of commercial and office uses on a high-visibility corridor between I-405 and the City's Downtown Core. The remainder of redevelopment is evenly divided between the Substation Block and CBD-1B Core Block.

Under the Off-Site Alternative, all properties on the CBD-7 Block and CBD-1B Core Block and most of the properties on the Substation Block would be redeveloped with taller buildings and redevelopment would make more efficient use of existing buildable land, including the option of using structured parking over more land-consumptive surface parking.

Under the Off-Site Alternative:

- Redevelopment to more intensive office and commercial uses will increase the amount of area covered by buildings, walkways, and pedestrian-oriented gathering places on each of the three Off-Site Alternative blocks.
- Redevelopment will occur to more intense land forms on each of the Off-Site Alternative blocks, and would replace surface parking with commercial uses. Surface parking is expected to be greatly reduced as more parking is provided in or between structures.
- The amount and intensity of development is spread across three dispersed blocks under the Off-Site Alternative. There is an increase of over 1 million square feet of new commercial and

office development on the three Off-Site Alternative blocks compared to existing conditions. However, since new development would be spread along the Central Way corridor, it would not create an intensive focal point for Downtown employment as described under Superblock Alternative.

Land Use Compatibility

Under the Off-Site Alternative, the Substation Block will be transformed from an area with a mixture of warehouse, auto-oriented commercial, and office uses to a mixture of office and commercial uses, similar to that found in Downtown. Although the CBD-7 Block currently includes commercial and office uses, it will also be transformed from an area with large amounts of auto-oriented commercial and a small amount of office, to an office area with ground floor commercial serving both the office employees and surrounding community. Similarly, the CBD-1B Core Block will be transformed from a completely commercial area to an area with ground-floor commercial uses and office on upper stories.

Building heights are also anticipated to increase on each of the Off-Site study area blocks under the Off-Site Alternative in comparison to both No Action and existing conditions.

Specifically, the Off-Site Alternative will have the following land use compatibility characteristics:

- The Off-Site Alternative is expected to result in increased building heights compared to existing conditions on each of the three Off-Site Alternative blocks, as follows:
 - **Substation Block.** The Substation Block would require an increase in maximum building height from 3 stories (25 feet to 35 feet allowed under the LIT zone) to 5 stories to accommodate a FAR up to 3.3.
 - **CBD-7 Block.** To accommodate a FAR of 2.5 across lots of different sizes and shapes, the CBD-7 Block would require an increase in building height from a maximum of 3 stories above average grade (translated to 41 feet per zoning regulations) allowed under the CBD-7 zone to 6 stories.
 - **CBD-1B Core Block.** To accommodate a FAR of 2.8 on two properties, the CBD-1B Core Block would not require an increase in height, above the 55 feet above each abutting right-of-way that is currently allowed under the CBD-1B zone. This should be adequate to accommodate the anticipated 3 to 4 story buildings. However, amendments would need to be made to the Zoning Code to allow for smaller upper-story setbacks and other height restrictions found in KZC 50.62 to accommodate development anticipated on this block. Although upper-story office uses are allowed in the CBD-1B zone, this alternative would substitute upper-story office in place of the City's stated preference of upper story residential found within the Moss Bay Neighborhood Plan.
- Greater employment intensity on the CBD-1B block would be compatible with the general commercial nature of the block and surrounding blocks, and could generate greater transit use, which would support the transit center. No compatibility impacts are anticipated.
- Although single-family uses within the Downtown, particularly south of 7th Avenue, are expected to decrease over time, increases in building height and intensities of uses under the Off-Site Alternative would have a greater potential to adversely affect existing single-family and low-intensity uses located north of the CBD-7 Block east of 3rd Street, and north of the Substation Block, particularly on the western end of that block.

- Changing the mix of uses and intensity of uses on the Substation Block under the Off-Site Alternative could increase pressure to rezone and redevelop industrial/warehouse uses located to the north of the Substation Block to a similar mix of office and/or commercial uses in the future. This could affect the viability of industrial and warehouse operations in this part of the City.

Employee and Housing Mix

The Off-Site Alternative does not include additional housing.

Table 3.1-2 shows employment growth on the Superblock, the Post Office site, and the three blocks comprising the Off-Site Alternative under each alternative. Under the Off-Site Alternative a similar amount of employment space and jobs would be created in Downtown and its periphery but dispersed to three separate sites. The Off-Site Alternative would place approximately 50% of the new jobs on the CBD-7 Block, adding approximately 1,435 jobs on this one block alone. The Substation and CBD-1B Blocks would each acquire a similar number of new jobs (+810 for the Substation and +805 for the CBD-1B Block). The Off-Site Alternative would create a jobs density of 309 jobs/acre for the Substation Block, 343 jobs/acre for the CBD-7 Block, and 379 jobs/acre for the CBD-1B Block.

No Action Alternative

Land Use Patterns

Under the No Action Alternative, there would be no change to current Land Use Map and Zoning Map designations for the land use analysis area. Under the No Action Alternative, land use patterns would change through redevelopment and more efficient use of land in two of the five blocks or sites described in the analysis area: the Superblock (including Parkplace) and the Substation Block (Parkplace North). In addition, land use patterns would change in the analysis area in general (outside of the four blocks analyzed), as properties redevelop under existing zoning regulations. Redevelopment in the land use analysis area as a whole would be similar to those anticipated under all alternatives considered, as surface parking associated with existing development is converted to larger building footprints with parking contained in structures particularly in Downtown.

The No Action Alternative anticipates redevelopment of Parkplace on the Superblock to a more land-efficient office and commercial development than currently exists. Although surface parking is expected to remain, there would be less surface parking and more structured parking in redevelopment anticipated in the No Action Alternative over existing conditions.

The No Action Alternative assumes redevelopment of the Parkplace North (Primeau) site and a nearby parking lot and warehouse. Office use in a multistory structure with parking is likely, and would make an efficient use of land.

The CBD-7 Block, CBD-1B Core Block, and the Post Office site are not projected to redevelop under the No Action Alternative. Therefore, land use patterns would continue as they are under existing conditions, meaning that land use patterns will be, for the most part, commercial uses in single-story buildings with on-site parking provided on the street or in surface parking lots.

Land Use Compatibility

Existing zoning allows more development than presently exists on the Parkplace site on the Superblock and the Parkplace North (Primeau) site on the Substation Block. These sites are anticipated to redevelop into more intense uses under existing land use regulations. Similar to the Superblock Alternative and the Unified Ownership Alternative, the No Action Alternative would change the Parkplace site from a primarily retail development with a lesser amount of office, into a primary office development with a lesser amount of retail. However, the amount of new office under the No Action Alternative is approximately two-thirds of anticipated office use on the Parkplace site under either the Superblock Alternative or the Unified Ownership Alternative. Therefore, redevelopment under the No Action Alternative would contribute less to overall office employment development in Downtown than either of those alternatives. Redevelopment of the Parkplace North (Primeau) site would also add a small increment of additional office space to the Downtown perimeter, though much less than would be expected on the Substation Block considered under the Off-Site Alternative.

Building heights of redevelopment on the Parkplace site would be similar to existing development on the site, although there would be more buildings constructed to existing maximum height limit of the CBD-5 zone. Similarly, the Parkplace North (Primeau) site would redevelop to a multistory building of 3 stories, which would be taller than all office buildings on this block. In general the scale of the No Action Alternative would be compatible with surrounding blocks.

Employee and Housing Mix

No additional housing is assumed under the No Action Alternative. The analysis area is assumed to grow as an employment area rather than a residential area based upon adopted City plans and information provided by the City about existing private applications.

Under the No Action Alternative, the Parkplace site on the Superblock would redevelop into a more intense office and commercial mixed-use development and the Parkplace North (Primeau) site and nearby parking and warehouse would redevelop as office use. Overall, redevelopment in these two sites is anticipated to add 2,545 jobs (employees) to the analysis area (see Table 3.1-2) under the No Action Alternative compared to existing conditions. This is less than half of the job growth of the other alternatives.

Most of the new jobs created would be in the Parkplace site on the northern portion of the Superblock where an additional estimated 2,265 jobs, mostly office, would be located. The remaining 280 office jobs would be located on the Parkplace North (Primeau) site and a nearby parking lot on the Substation Block. With the No Action Alternative, the estimated employment density would be 255 jobs per acre on the Parkplace site, and 104 jobs per acre on the Parkplace North (Primeau) site.

The No Action Alternative provides 3,050 fewer jobs than the other alternatives studied in this DSEIS.

3.1.2 Plans and Policies

Affected Environment

Regulatory Overview

The City, like other cities in King County and the central Puget Sound region, plans under the State of Washington Growth Management Act (GMA). The City's plans and policies must be consistent with the GMA and King County Countywide Planning Policies. In addition, elements of the City's Comprehensive Plan must be consistent with each other, and any functional plans that the City has must be consistent with its Comprehensive Plan.

This plans and policies review focuses on the King County Countywide Planning Policies, and the City's Comprehensive Plan. Detailed policy guidance contained in the Moss Bay Neighborhood Plan and the Norkirk Neighborhood Plan is also addressed. For a review of GMA goals, please see the original 2008 FEIS.

King County Countywide Planning Policies

The City's Comprehensive Plan must be consistent with the King County Countywide Planning Policies. These countywide planning policies provide direction on where to site additional residential and employment growth, preservation of resource lands like agricultural and forest lands, and protection of critical areas. For purposes of this DSEIS, the most relevant countywide planning policies are those related to accommodating residential and employment growth in the urban areas.

Countywide Planning Policies LU-25c and LU-25d describe the planning targets that each jurisdiction in King County, including the City, must be able to accommodate by the end of the 20-year planning period (2022). The policies state that the City should plan to accommodate 5,480 households and 8,800 jobs in the 2001–2022 time frame.³

In addition to household and employment targets, other relevant countywide planning policies include those related to Activity Areas, since the City has designated Downtown as an Activity Area in the land use element of its Comprehensive Plan. The most relevant of these policies are:

FW-17: Within the Urban Growth Area, jurisdictions may locally designate one or more Activity Areas characterized by the following:

- a. An array of land uses, including commercial development, housing, public facilities, and open spaces;*
- b. Intensity/density of land uses sufficient to encourage frequent transit;*
- c. Pedestrian emphasis within the Activity Area;*

³ At the time that this DSEIS was written, cities within King County were in the process of ratifying updated growth targets that would be included in updates to Policies LU-25c and LU-25d (Telephone communication with Harry Reinert, King County DDES, March 30, 2010). The amended growth targets would amend the planning period to 2006-2031. The City would have its growth targets amended to be 7,200 dwelling units (plus 1,370 dwelling units in the Potential Annexation Area), and 20,200 jobs (plus 650 jobs in the Potential Annexation Area) (Growth Management Planning Council Motion 09-2). If ratified by King County cities, the City would have until 2014 to amend its Comprehensive Plan for consistency.

- d. *Emphasis on superior urban design which reflects the local community; and*
- e. *Disincentives for single-occupancy vehicle usage for commute purposes during peak hours.*

LU-63: Jurisdictions shall designate the boundaries, and uses within all Activity Areas to provide for local employment, a mix of housing types, commercial activities, public facilities, and open space.

The City of Kirkland Comprehensive Plan

The City's Comprehensive Plan contains a 20-year vision for the community and includes the GMA-mandated elements for land use, housing, capital facilities, utilities, transportation, economic development, and parks and recreation. State law requires that the Comprehensive Plan be internally consistent and that all elements of the plan be consistent with the Land Use Map (Revised Code of Washington [RCW] 36.70A.070).

For purposes of this DSEIS, the plans and policies section reviews the Comprehensive Plan vision statement; overall Comprehensive Plan framework goals that address a range of subjects such as transportation, infrastructure, and services; and the land use and economic development elements of the Comprehensive Plan.

The City's Comprehensive Plan also includes neighborhood plans providing detailed policy direction on specific subareas. The Moss Bay Neighborhood Plan includes Downtown, including the Superblock, the Post Office site, the CBD-7 Block, and the CBD-1B Core Block described in this DSEIS. The Norkirk Neighborhood Plan includes the Substation Block and the area immediately north of the CBD-7 Block. These neighborhood plans are reviewed as part of the plans and policies analysis.

Although the City approved the Touchstone private amendment request through the 2008 FEIS Review Alternative, the City is considering re-adoption, amendment, or implementation of other DSEIS alternatives. For a consistent comparison of all action alternatives, this analysis focuses on City policies in place in 2008 prior to the approval of the 2008 FEIS Review Alternative.

Vision Statement and Framework Goals

The vision statement expressed in the Comprehensive Plan is a snapshot of how the City sees itself in the year 2022. The statement summarizes the desired character and characteristics of the City's community as expressed through public feedback received during outreach efforts undertaken as part of the City's 1995 and 2004 Comprehensive Plan updates. The vision statement is significant because it provides the ultimate goals for community planning and development efforts.

Since the areas under consideration for additional growth are all located in Downtown and the associated perimeter, the portion of the City's vision statement addressing Downtown is most relevant:

Downtown Kirkland is a vibrant focal point of our hometown with a rich mix of commercial, residential, civic, and cultural activities in a unique waterfront location. Our Downtown maintains a human scale through carefully planned pedestrian and transit-oriented development. Many residents and visitors come to enjoy our parks, festivals, open markets and community events.

The Comprehensive Plan also contains a set of framework goals that express the fundamental principles for guiding growth and development through 2022. Although all of the framework goals

broadly apply to the City's Comprehensive Plan and vision, the following are particularly applicable to Downtown and the areas being considered for additional growth:

FG-4: Promote a strong and diverse economy.

FG-4 is important because the areas being considered for additional growth are in and near Downtown, an area where the City forecasts strong employment growth.

FG-8: Maintain and enhance Kirkland's strong physical, visual, and perceptual linkages to Lake Washington.

Linkages and public views to Lake Washington from the Superblock and two of the three Off-Site Alternative blocks and the surrounding vicinity currently exist. Maintaining and enhancing these linkages and public views are important to the City.

FG-10: Create a transportation system which allows the mobility of people and goods by providing a variety of transportation options.

One of the key framework goals for transportation seeks to promote mobility of people and goods through providing a variety of transportation options, such as pedestrian walkways, functional streets, and fast and reliable transit.

FG-14: Plan for a fair share of regional growth, consistent with state and regional goals to minimize low-density sprawl and direct growth to urban areas.

Redevelopment and intensification of Downtown is anticipated in all of the alternatives. Redevelopment is relevant to state and regional goals of minimizing low-density sprawl and directing growth to urban areas.

Comprehensive Plan Elements

The Land Use, Economic Development, and Transportation elements were reviewed because they are directly applicable to the alternatives being reviewed in this DSEIS.

Land Use

The Land Use Element provides the policy basis for the City's regulation of land use types in each zoning district, and for development regulations that cover height, bulk, setback, and other considerations affecting the size and scale of development. Selected land use goals and policies most relevant to the analysis area follow.

Goal LU-1: Manage community growth and redevelopment to ensure:

- *An orderly pattern of land use;*
- *A balanced and complete community;*
- *Maintenance and improvement of the City's existing character; and*
- *Protection of environmentally sensitive areas.*

Goal LU-1 seeks to maintain a balanced and complete community by retaining the community's character and quality of life, while accommodating growth and minimizing traffic congestion and service delivery cost. One of the key factors in accomplishing this goal is a balanced and complete

community with shops, services, and employment close to home. The City's Comprehensive Plan identifies that most residents currently commute outside the City limits for work. Therefore, encouraging more in-city employment is one of the key concepts in the land use and economic development elements of the plan.

Policy LU-1.3: Encourage attractive site and building design that is compatible in scale and in character with existing or planned development.

Policy LU-1.3 supports development that fits in with existing or planned development in an area. In particular, the site should be planned and the building designed so that development is in scale and character with existing or planned development in the area.

Policy LU-3.1: Provide employment opportunities and shops and services within walking or bicycling distance of home.

Policy LU-3.1 guides the City in providing opportunities for residents to work and shop within walking or bicycling distance of their homes. Downtown's proximity to surrounding neighborhoods and concentrations of multifamily housing makes this area an ideal location to provide a mix of office and commercial uses that would be proximate to a large number of residents.

Policy LU-3.3: Consider housing, offices, shops, and services at or near the park and ride lots.

Policy LU-3.3 suggests that the City provide work locations, shops, and services at or near transit facilities, such as park-and-ride-lots. Although Downtown does not have a park-and-ride lot, the Kirkland Transit Center—a focal point of regional express and local transit services—is located in Downtown, adjacent to the CBD-1B Core Block. In addition, the CBD-7 Block and the Superblock are also proximate to the Kirkland Transit Center.

Policy LU-3.6: Encourage vehicular and nonmotorized connections between adjacent properties.

Policy LU-3.6 encourages development to provide both vehicular as well as pedestrian and bicycle connections between adjacent properties. This would allow direct connections between uses by all modes of transportation, and break up any Superblock areas. The vehicular connection through the Superblock is an example in that it connects Central Way and Kirkland Way through the Parkplace and Bungie properties.

Goal LU-4: Protect and enhance the character, quality, and function of existing residential neighborhoods while accommodating the City's growth targets.

Goal LU-4 promotes growth outside of existing residential neighborhoods, and development that is sensitive to existing residential neighborhoods when developed in proximity to them.

Policy LU-5.1: Reflect the following principles in development standards and land use plans for commercial areas:

Urban Design

- Create lively and attractive districts with a human scale.
- Support a mix of retail, office, and residential uses in multistory structures.
- Create effective transitions between commercial area and surrounding residential neighborhood.

- Protect residential areas from excessive noise, exterior lighting, glare, visual nuisances, and other conditions which detract from the quality of the living environment.

Access

- Encourage multimodal transportation options, especially during peak traffic periods.
- Promote an intensity and density of land uses sufficient to support effective transit and pedestrian activity.
- Promote a street pattern that provides through connections, pedestrian accessibility and vehicular access.
- Encourage pedestrian travel to and within the commercial area by providing:
 - Safe and attractive walkways;
 - Close groupings of stores and offices;
 - Structured and underground parking to reduce walking distances and provide overhead weather protection; and
 - Placement of off-street surface parking to the back or to the side of buildings to maximize pedestrian access from the sidewalk(s).
- Promote non-SOV travel by reducing total parking area where transit service is frequent.
- Policy LU-5.1 provides the City with direction on development standards, including design and access standards for commercial areas. Policy LU-5.1 promotes a concentration of development that includes multistory buildings and streetscapes with pedestrian amenities that make walking attractive and comfortable. The policy promotes on-site parking in structured or underground parking areas to avoid detracting from the pedestrian environment, and encourages higher concentrations of commercial and office development within walking distance of transit service. Mixing office, commercial, and residential uses in multistory structures is encouraged. The policy also reinforces a need to protect nearby residential neighborhoods from commercial externalities and provide transitions between commercial areas and neighboring residential neighborhoods.
- Policy LU-5.2: Maintain and strengthen existing commercial areas by focusing economic development within them and establishing development guidelines.
- Policy LU-5.2 indicates that the City should use infill development as a strategy for maintaining and strengthening existing commercial areas.

Policy LU-5.3: Maintain and enhance Kirkland's Central Business District (CBD) as a regional Activity Area, reflecting the following principles in development standards and land use plans:

- *Create a compact area to support a transit center and promote pedestrian activity.*
- *Promote a mix of uses, including retail, office, and housing.*
- *Encourage uses that will provide both daytime and evening activities.*
- *Support civic, cultural, and entertainment activities.*
- *Provide sufficient public open space and recreational opportunities.*

- *Enhance, and provide access to, the waterfront.*

The Superblock, CBD-7 Block, and CBD-1B Core Block are all located in the City's CBD. Policy LU-5.3 provides policy guidance and priorities regarding the form and type of new development that the City would like to see in this area.

Goal LU-6: Provide opportunities for a variety of employment.

Policy LU-6.2: Encourage and support locations for businesses providing primary jobs in Kirkland.

Goal LU-6 and related Policy LU-6.2 encourages the City to provide a variety of employment opportunities with an emphasis on businesses-related occupations, such as office jobs.

Economic Development

The purpose of the City's economic development element is to establish the economic development goals and policies for economic growth and vitality that will enhance the City's character and quality of life for residents.

Goal ED-1: Foster a strong and diverse economy consistent with community values, goals, and policies.

Goal ED-1 provides the framework for the following two policies and encourages the City to look for ways of diversifying its economy so as to provide a range of jobs and shopping opportunities for residents.

Policy ED-1.1: Work to retain existing businesses and attract new businesses.

The Comprehensive Plan notes that existing businesses are the foundation of the City's economy. As the City grows, finding ways to retain existing and attract new businesses adds vitality to the City.

Policy ED-1.2: Maintain a strong job and wage base.

Policy ED-1.2 recognizes businesses that provide new employment opportunities and high wage rates as important to strengthening the City's economy. Providing locations for these businesses is significant in terms of growing the City's wage base.

Goal ED-3: Strengthen the unique role and economic success of Kirkland's commercial areas.

Goal ED-3 and its related policies discuss opportunities for strengthening commercial areas in the types of businesses provided and redevelopment opportunities that are consistent with the land use element and the neighborhood plan covering each commercial area.

Policy ED-3.1: Promote economic success within Kirkland's commercial areas.

Policy ED-3.1 supports the City's efforts to promote economic success in all of its commercial areas.

Policy ED-3.3: Encourage infill and redevelopment of existing commercial areas consistent with the role of each commercial area.

Policy ED-3.3 encourages maximizing the economic activity in existing commercial areas through infill and redevelopment in those areas, which must be consistent with the role of each commercial area. The role of the CBD is as the City's Downtown Activity Area. Areas on the periphery of Downtown are to act as transitions to different use types, e.g. residential or industrial.

Policy ED-3.5: Encourage mixed-use development within commercial areas.

Policy ED-3.5 recognizes that a mix of uses improves the vitality of commercial areas. Mixed uses can increase shared trips to multiple destinations, improve alternative modes of travel, promote shared parking, and efficient use of land.

Transportation

The Transportation Element provides policy guidance for how the City provides multiple modes of transportation in support of the land use plan, as well as providing the framework for future improvements and funding.

Goal T-2: Develop a system of pedestrian and bicycle routes that form an interconnected network between local and regional destinations.

Goal T-2 supports development and maintenance of an interconnected pedestrian and bicycle network that provides connections to local and regional destinations. Downtown would be considered a regional destination with surrounding neighborhoods and business districts being local destinations.

Policy T-2.1: Promote pedestrian and bicycle networks that safely access commercial areas, schools, transit routes, parks, and other destinations within Kirkland and connect to adjacent communities, regional destinations, and routes.

Policy T-2.1 provides direction to promote pedestrian and bicycle networks that provide safe access to commercial areas, parks, and other destinations within Kirkland.

Moss Bay Neighborhood Plan

The Moss Bay Neighborhood Plan contains the Superblock (CBD-5), CBD-7 Block, CBD-1B Core Block, and the Post Office Site (PLA-5). Specific elements of the Moss Bay Neighborhood Plan are addressed in more detail below.

Vision Statement

The vision statement of the Moss Bay Neighborhood Plan is similar to the Downtown component of the City's Comprehensive Plan vision. This vision directs future growth and development in the Moss Bay neighborhood to complement ongoing civic activities, enhance open space, and add pedestrian amenities. The vision statement states the following:

Downtown Kirkland provides a strong sense of community identity for all of Kirkland. This identity is derived from Downtown's physical setting along the lakefront, its distinctive topography, and the human scale of the existing development. This identity is reinforced in the minds of Kirklanders by Downtown's historic role as the cultural and civic heart of the community.

Future growth and development of the Downtown must recognize its unique identity, complement ongoing civic activities, clarify Downtown's natural physical setting, enhance the open space network, and add pedestrian amenities. These qualities will be encouraged by attracting economic development that emphasizes diversity and quality within a hometown setting of human scale.

Downtown

The Moss Bay Neighborhood Plan states that Downtown's economic vitality and its identity as a commercial center will depend on its ability to establish and retain a critical mass of retail uses and services. The plan focuses particularly on the area west of 3rd Street as an area for retail and services.

A critical mass of retail uses and services is essential to the economic vitality of the Downtown area.

The plan indicates that enhancement of this area for retail and service businesses will be best served by concentrating such uses in the pedestrian core and shoreline districts and by encouraging a substantial increase in housing and office floor areas either within or adjacent to the core. However, care must be taken to respect and enhance existing features, patterns, and opportunities discussed in the plan, many of which are highlighted below.

Core Area (including the CBD-1B Core Block)

The Moss Bay Neighborhood Plan identifies the Core Area, including the CBD-1B Core Block, as the pedestrian heart of Downtown. Land uses should be pedestrian-oriented, and specific uses described include retail, restaurant, office, residential, cultural, and recreational. Uses that provide visual interest and stimulate foot traffic in particular should be encouraged. Because they generally do not stimulate visual interest or generate much pedestrian foot traffic, ground floor office is prohibited in the Core Area. The neighborhood plan further states that mitigation measures should be taken where land uses may threaten the quality of the pedestrian environment. In addition, surface parking lots should be eliminated in this area in favor of providing parking in structures, and language included in this section also promotes providing only enough parking stalls on site in the Core Area to meet immediate needs while locating the majority of parking in the Core Frame (including north of Central Way and east of 3rd Street), a short walk away.

Northeast Core Frame (including CBD-7 Block)

The Moss Bay Neighborhood Plan recognizes that this area contains the majority of Downtown's automobile-oriented commercial uses and provides policy direction to encourage redevelopment of this area to represent a broader range of commercial uses:

A broad range of commercial uses should be encouraged in the Northeast Core Frame.

The neighborhood plan describes its vision for future development in this area as setting the bulk of structures back from the street, while providing low, 1-story retail shops at the edge of the sidewalk. Among other things, development should use underground utilities, incorporate parking lot landscaping, and reduce lot coverage in site design to "...present an open green face to Central Way and, in conjunction with Peter Kirk Park on the south side of the street, create a tree-lined boulevard effect as one approaches the core area from the east."

East Core Frame (including the Superblock)

The East Core Frame is the eastern portion of Downtown that contains the Superblock. The Moss Bay Neighborhood Plan description of the Superblock specifically calls it out as the location of the Parkplace shopping center. The plan says the following about the East Core Frame:

Development in the East Core Frame should be in large, intensively developed mixed-use projects.

Development in the East Core Frame should continue to represent a wide range of uses, in several large mixed-use projects. The Moss Bay Neighborhood Plan states that “...because the area between Central Way and Kirkland Way provides the best opportunities in the Downtown for a vital employment base, this area should continue to emphasize office redevelopment over residential.”

The policy and related language covering the East Core Frame area encourages redevelopment in large intense mixed-use development, particularly office. In particular, the Superblock located between Central Way and Kirkland Way, is highlighted as one of the best areas in which to develop a vital downtown employment base.

Urban Design – Design District 1 (including the CBD-1B Core Block)

As described in the urban design section of the Moss Bay Neighborhood Plan, the CBD-1B Core Block is part of Design District 1. The plan states:

Maximum building heights in Design District 1 shall be between two and five stories, depending upon location and use.

The neighborhood plan indicates that there should be no minimum setback from property lines here, but that portions of buildings above the second story should be set back from the street to help preserve the human scale of the area. With respect to CBD-1B Core Block, the neighborhood plan indicates that building heights of up to 3 stories would be appropriate along Central Way, but should be limited to 2 stories along 3rd Street and Kirkland Avenue. However, building heights of up to 4 stories is allowed in the Design District 1B, the portion of Design District 1 in which the CBD-1B Core Block is found, to encourage redevelopment of older auto-oriented uses. An additional floor of height (up to 5 stories) could be allowed by the Design Review Board as a means of encouraging residential use of the upper floors in this design district.

Urban Design–Design District 7 (Including the CBD-7 Block)

The Moss Bay Neighborhood Plan indicates that maximum building heights in Design District 7, where the CBD-7 Block is located, should be 3 stories. A minimum 20-foot, front-yard setback with 80% lot coverage is also specified. However, lower portions of projects with pedestrian orientation may encroach into the setback to stimulate pedestrian activity and links to the eastern parts of Downtown. The goal is to keep structures’ height in this area relatively low and set back from the street so that views from upland residences and can be preserved and the openness around Peter Kirk Park enhanced.

Urban Design–Design District 5 (Including the Superblock)

As outlined in the urban design section of the Moss Bay Neighborhood Plan, the Superblock is also part of Design District 5. The plan states that building heights of 2 to 5 stories are appropriate in this design district.⁴

The existing mix of building heights and arrangement of structures in Design District 5 preserves a sense of openness both in the district and around its perimeter. Placement, size, and orientation of new structures in this district should be carefully considered to preserve this sense of openness. The narrative directs that buildings over 2 stories in height should be reviewed by the Design Review

⁴ While in 2008 the City approved CBD-5A zone on the Parkplace portion of the Superblock, the purpose of this SEIS is to determine alternative locations for the increased employment allowed in CBD-5A. The SEIS keeps a consistent No Action Alternative of CBD-5 as the City is considering opportunity of the alternatives.

Board for consistency with applicable policies and criteria. Massing should generally be lower toward the perimeter and step up toward the center. Façades facing Central Way, Kirkland Way, and Peter Kirk Park should be limited to between 2 and 3 stories, with taller portions of the buildings stepped back significantly. Buildings over 3 stories in height should reduce building mass above the third story.

The Design District 5 narrative also includes design guidance for buildings fronting Peter Kirk Park and the Performance Center, landscaping and pedestrian linkages, possible residential development siting, and design considerations related to vehicular and pedestrian access and open space. The key elements discussed in this section are:

- Buildings fronting Peter Kirk Park and the Performance Center should be well modulated, both vertically and horizontally.
- Buildings should not turn their backs onto the park with service access, blank walls, etc.
- Landscaping and pedestrian linkages should be used to create an effective transition to Peter Kirk Park.
- New development in the area of 6th Street and Central Way should have a positive impact on the City's image and should be designed to enhance this entry to the City.
- A north-south vehicular access between Central Way and Kirkland Way should be preserved and enhanced with pedestrian improvements.

Urban Design Assets

The urban design section of the Moss Bay Neighborhood Plan includes text describing urban design assets including landmarks, public views, gateways, and pathways in Downtown.

The Moss Bay Neighborhood Plan identifies Lake Washington as a major landmark in Downtown. The views of the lake from various entry points to Downtown, including the eastern gateway on Central Way at 6th Street, are important urban design assets for the City. From the vantage point of Central Way at 6th Street, the hills north and south of the core area form a frame for a sweeping view of Lake Washington in the distance and the Olympic Mountains beyond.

Other outstanding visual landmarks include the large green expanse of Peter Kirk Park, which provides an open space relief to the densely developed Downtown core to the west. Any physical improvements in and near this park should strengthen its visual prominence and prevent view obstruction.

A major east-west pedestrian route in Downtown links Lake Washington on the west with Peter Kirk Park and the Superblock on the east. The pedestrian route shown on Figure C-4 of the Moss Bay Neighborhood Plan follows Park Lane through the CBD-1B Core Block, crosses 3rd Street and Peter Kirk Park. At the eastern side of Peter Kirk Park, the major pedestrian route splits with one route crossing the Parkplace site and connects to the intersection of 6th Street and 4th Avenue, while another major pedestrian route enters the southern edge of Parkplace and crosses the Emerald and Continental sites before connecting to 2nd Avenue and 6th Street. Enhancement and improved definition of this pedestrian corridor would help link Parkplace with the rest of the Downtown shopping district. In addition Figure C-4 also identifies Central Way abutting the CBD-1B Core Block and the Superblock, and Kirkland Way abutting the Superblock, as major pedestrian routes.

Section 3.2, Aesthetics provides more detail on the City's design guidelines.

Circulation

The circulation section of the Moss Bay Neighborhood Plan addresses pedestrian and vehicular circulation and parking. Automobiles and public transit are the modes of transportation that bring people to and from Downtown; however, pedestrian circulation is considered equally important as vehicular circulation in this area.

Pedestrian improvements, including improvements to the “Park Walk Promenade” described above as connecting the Downtown Core to 6th Street through Park Lane, Peter Kirk Park, and the Superblock is a high priority for the City.

In the vicinity of the Superblock, the Moss Bay Neighborhood Plan recommends that 6th Street be developed to accommodate additional vehicles as an alternate north–south route which may divert automobile traffic away from Lake Street and Lake Washington Boulevard.

With respect to parking, the Moss Bay Neighborhood Plan encourages private projects with a substantial amount of surplus parking stalls to locate these parking stalls in the core frame area of Downtown. This section also identifies opportunities for public parking and methods of using off-site or shared parking.

Perimeter Areas/PLA-5 (Post Office Site)

The PLA-5 zone is located outside the perimeter of Downtown and contains the Post Office site considered in the Unified Ownership Alternative. This planned area is further divided into subareas with the Post Office Site located in PLA-5C. Office uses are permitted in PLA-5 and conditions and land uses in this area are described as high-density residential in the Moss Bay Neighborhood Plan.

Due to topographic conditions and circulation patterns, land in PLA-5 is relatively secluded. The area has been designated for high-density residential and office because of the ability to buffer such high-density uses from other uses in the area.

PLA-5C (Post Office Site)

The Post Office site is located in PLA-5C. This subarea is generally located south of the NE 85th Street right-of-way, east of 6th Street, and north of 4th Avenue. A summary of the Moss Bay Neighborhood Plan narrative regarding this subarea is contained below.

This subarea contains the U.S. Post Office facility serving the City and surrounding area. Remaining land should develop as professional office or multifamily residential at a density of up to 24 dwelling units per acre. Structures up to 5 or 6 stories in height are appropriate here as the adjacent steep hillside limits potential view obstruction from tall buildings. At the same time, taller than normal structures could take advantage of views to the west while maintaining greater open area on site and enhancing the greenbelt spine. Similar setback requirements and height limitations would be required as discussed in PLA-5B and PLA-5D for uses adjacent to single-family dwellings located in PLA-5A to the south.

Areas that abut the Post Office site include PLA-5A (to the south) and PLA-5B (to the southwest). These areas are described to provide context for surrounding land uses.

PLA 5A

The Central A subarea of PLA-5 should be permitted to develop with high-density uses (up to 24 dwelling units/acre). Several single-family homes remain in the area, however, and should be

protected from incompatible high-density development. Adjacent to single-family residential development, high-density structures should be set back and limited in height and horizontal dimension.

One of the single-family residential uses described in this section is located to the southeast of the Post Office site.

PLA 5B

This subarea is located east of 6th Street, south of 4th Avenue, and north of Kirkland Way. The Moss Bay Neighborhood Plan indicates the following key points for this subarea:

- Ease of access and proximity to Downtown make this area appropriate for both office and multifamily uses at a density of up to 24 dwelling units per acre.
- New development in this area should minimize access points directly on to 6th Street. Access to offices, however, should be provided exclusively from 6th Street or 4th Avenue.
- Structures should be limited to 3 stories in height. Greater height limitations and larger setbacks and limitations on horizontal dimensions should be required adjacent to single-family dwellings in Subarea A.

Norkirk Neighborhood Plan

The Norkirk Neighborhood Plan is reviewed because the Substation Block and areas immediately north of the CBD-7 Block are included within this neighborhood plan. The Norkirk neighborhood is principally a residential neighborhood with its commercial core on Market Street at the west end, a multifamily area on the south end providing a transition to Downtown, and an area described as “...office, light industrial, and service commercial...” concentrated in the southeast corner of the neighborhood, where the Substation Block is located. The vision statement for the Norkirk neighborhood includes the following paragraph related to the industrial area in its southeast corner:

In 2022, industrial and office uses in the southeast portion of the neighborhood are compatible with the residential uses that surround them. Located near the railroad tracks, this area provides a central City location for technology, services, offices use, wholesale businesses and the City Maintenance Center. Landscape buffers, building modulation and traffic management help integrate this area into the neighborhood.

Most land use policies described in the Norkirk Neighborhood Plan address protection and enhancement of the single-family neighborhood, and provision of transition areas, including Planned Area 7 which transitions to the CBD-7 Block. However, the neighborhood plan also includes the following policy language as relates to land use on the Substation Block:

Policy N-7.1:

Encourage limited light industrial uses, auto repair and similar service commercial uses, and offices to serve the neighborhood and surrounding community.

- South of 7th Avenue, between 6th and 8th Streets, office uses up to three stories are encouraged to serve as a transition between the downtown and the industrial area. Gateway features and landscaping at the intersection of 6th Street and 7th Avenue and 6th Street and Central Way soften the transition into this area.

The Substation Block essentially serves as an office-oriented transition between the industrial area located further to the east and north, and Downtown located southwest of the block.

The neighborhood plan identifies 6th Street and 7th Avenue, both of which serve the Substation Block, as collectors serving the neighborhood.

Everest Neighborhood Plan

The *Everest Neighborhood Plan's* view policies were reviewed because the neighborhood contains a public view corridor that is directed toward the plans and policies analysis area.

Major views are discussed in the Everest Neighborhood Plan. One of the two major views is located at the intersection of NE 85th Street and Kirkland Way. The neighborhood plan states that “...*this location presents a sweeping territorial view of Lake Washington, Seattle, the Olympic Mountains, and Downtown Kirkland.*” This view is analyzed in detail in Section 3.2, Aesthetics.

Impacts

This section addresses the consistency of the alternatives with the 2008 Comprehensive Plan in place prior to the 2008 FEIS Review Alternative.

Impacts Common to All Alternatives

State and Regional Policies

All alternatives considered are consistent with state GMA goals and the King County Countywide Planning Policies that provide the framework for planning in the City. Redevelopment under all alternatives would provide more concentrated development of office and commercial uses in the urban areas where public services are available; produce economic growth and development in an urban activity area; and allow development in an area well served by public transportation and nonmotorized transportation networks, allowing for multimodal transportation to the redeveloped employment area.

Under all alternatives, the analysis area is anticipated to experience growth and redevelopment that will add a large number of new jobs. Job growth due to redevelopment under all alternatives considered would exceed the City's 2001–2022 employment target of 8,800 new jobs⁵ expressed in the King County Countywide Planning Policies. However, jurisdictions are only required to show that they can meet the employment targets in the countywide planning policies. The targets are not intended to act as a limitation on development potential or employment.

Capital Facility and Transportation Elements Amendments

The Proposal described in Chapter 2 includes amendments to the City's Capital Facility and Transportation Elements to provide for a 10-year list of projects and to identify potential financing

⁵ At the time that this DSEIS was written, cities within King County were in the process of ratifying updated growth targets to be included in updates to Policies LU-25c and LU-25d (Telephone communication with Harry Reinert, King County DDES, March 30, 2010). The amended growth targets would amend the planning period to 2006–2031. The City would have its growth targets amended to be 7,200 dwelling units (plus 1,370 dwelling units in the Potential Annexation Area), and 20,200 jobs (plus 650 jobs in the Potential Annexation Area) (Growth Management Planning Council Motion 09-2). If ratified by King County cities, the City would have until 2014 to amend its Comprehensive Plan for consistency.

for those projects. The City's existing plans already account for a 6-year and 20-year projects necessary to meet roadway concurrency standards and that require use of public funds to construct. The proposed amendments would expand the list of identified improvements and financing to include developer-financed improvements that have already been reviewed in the 2008 Downtown Area Planned Action FEIS, included in the planned action ordinance for Parkplace, and included in a developer agreement for the Totem Lake Mall redevelopment. The Capital Facility and Transportation Elements amendments do not identify new projects beyond those that have previously been analyzed and reviewed through the planning process and associated SEPA review. The amendments included in Appendix B focus on the FEIS Review Alternative for Parkplace. Should the City desire to approve the Superblock, Unified Ownership, Off-Site, or No Action alternatives, the proposed amendments would be revised further to reflect the transportation findings in Section 3.3 of this DSEIS. The Comprehensive Plan amendments are considered housekeeping in nature, and no impacts are anticipated.

Superblock Alternative

The Superblock Alternative would require amendments to the Moss Bay Neighborhood Plan, as well as to the City's Zoning Map and Zoning Code. Based on the land uses and building height and mass proposed, the Superblock Alternative will also provide more jobs than the No Action Alternative.

City of Kirkland Comprehensive Plan

The Superblock Alternative is generally consistent with the City's vision for Downtown. The concentration of employment and shopping provided by the Superblock is consistent with the City's policy of encouraging employment and commercial services that would add to the economic vitality of Downtown. Additional employment on the Superblock would also be in proximity to the highest level of transit service at the Kirkland Transit Center. The addition of taller buildings in Downtown on the Superblock would make achieving a pedestrian-friendly scale on the Superblock challenging. However, maximum building heights are expected to be greater than the CBD-5 zone at 5 stories, and lower than the proposed CBD-5A zone maximums which allow up to 8 stories.

The Superblock Alternative is consistent with a City's Land Use Goals LU-1 and LU-6, and Policies LU-5.3 and LU-6.2, which call for the City to create more of a complete community and opportunities for residents to work within the City. The Superblock Alternative provides more intensive infill redevelopment on a commercial block, consistent with Policy LU-5.2. This alternative also increases the mix of employment and shopping, providing it in proximity to the City's transit center, also consistent with Policies LU-3.3 and LU-5.3. Under this alternative, new employment and shopping alternatives would be provided within walking or bicycling distance of a large portion of Kirkland's residential population, consistent with Policy LU-3.1.

The Superblock Alternative would redevelop a Superblock with built-in transitions of streets and parks between neighboring office developments and nearby residential neighborhoods. This would create an intense employment center with fewer potential impacts upon nearby residential neighborhoods than other action alternatives consistent with City policies LU-1.3, and Goal LU-4.

The proposed redevelopment in the Superblock Alternative also supports urban design and access concepts found in Policy LU-5.1 such as supporting a mix of retail and office in multistory structures (though not residential), and promoting an intensity and density of land uses sufficient to support effective transit and pedestrian activity, among others.

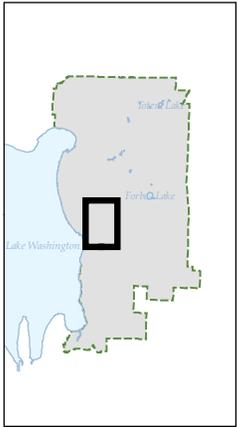
The Superblock Alternative would foster a strong and diverse economy by adding a significant number of office and commercial jobs in a concentrated area, consistent with Goal ED-1. The anticipated increase in office space and jobs will also provide expansion space for growing businesses, and help the City maintain a strong job and wage base consistent with Policies ED-1.1 and ED-1.2. The Superblock Alternative, by adding a substantial amount of office to the East Core Frame of Downtown – an area designated for additional employment growth, will strengthen Downtown’s role as an employment center and help strengthen its economic success by providing a concentrated number of new customers for Downtown businesses, consistent with Goal ED-3 and Policy ED-3.3. The infill redevelopment of this existing commercial area with both office and commercial uses provides mixed-use development consistent with Policy ED 3.5.

The Superblock Alternative would also be consistent with adopted Transportation Element policies on promoting pedestrian and bicycle transportation between neighborhoods, employment centers, and shopping. By providing a mix of employment and shopping in a single Superblock that is connected to the Downtown Core, Kirkland Transit Center, Peter Kirk Park, and surrounding neighborhoods, this alternative would be consistent with Goal T-2 and Policy T-2.1.

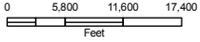
Moss Bay Neighborhood Plan

The Superblock Alternative is consistent with the plan’s vision statement in that it would attract economic development and emphasize diversity by combining a mixture of office and commercial space. The Superblock Alternative spreads this mixture of uses over the entire Superblock, rather than focusing on Parkplace, contemplated in CBD-5A. The Superblock Alternative is also consistent with the East Core Frame policy and narrative in that it provides a large, intensively developed mixed-use area that emphasizes office redevelopment in the area of the East Core Frame between Central Way and Kirkland Way. More details on how the Superblock Alternative meets design policies and guidance contained in the Moss Bay Neighborhood Plan, including an analysis of views, is contained in Section 3.2, Aesthetics.

Redevelopment under the Superblock Alternative is inconsistent with the urban design component of the Downtown portion of the Moss Bay Neighborhood Plan. The Design District 5 policy states that building heights of 2 to 5 stories are appropriate in this design district; the Superblock Alternative includes building heights as tall as 6 stories in this design district. In addition, the Design District 5 narrative describes building facades facing Kirkland Way being limited to 2 to 3 stories with taller portions of buildings stepped back significantly. Building height assumptions under the Superblock Alternative includes some 6-story buildings along Kirkland Way with no building setbacks. Therefore, the Superblock Alternative would require a Comprehensive Plan amendment to both the maximum height allowance policy and design district narrative on upper story setbacks along streets in the Moss Bay Neighborhood Plan.

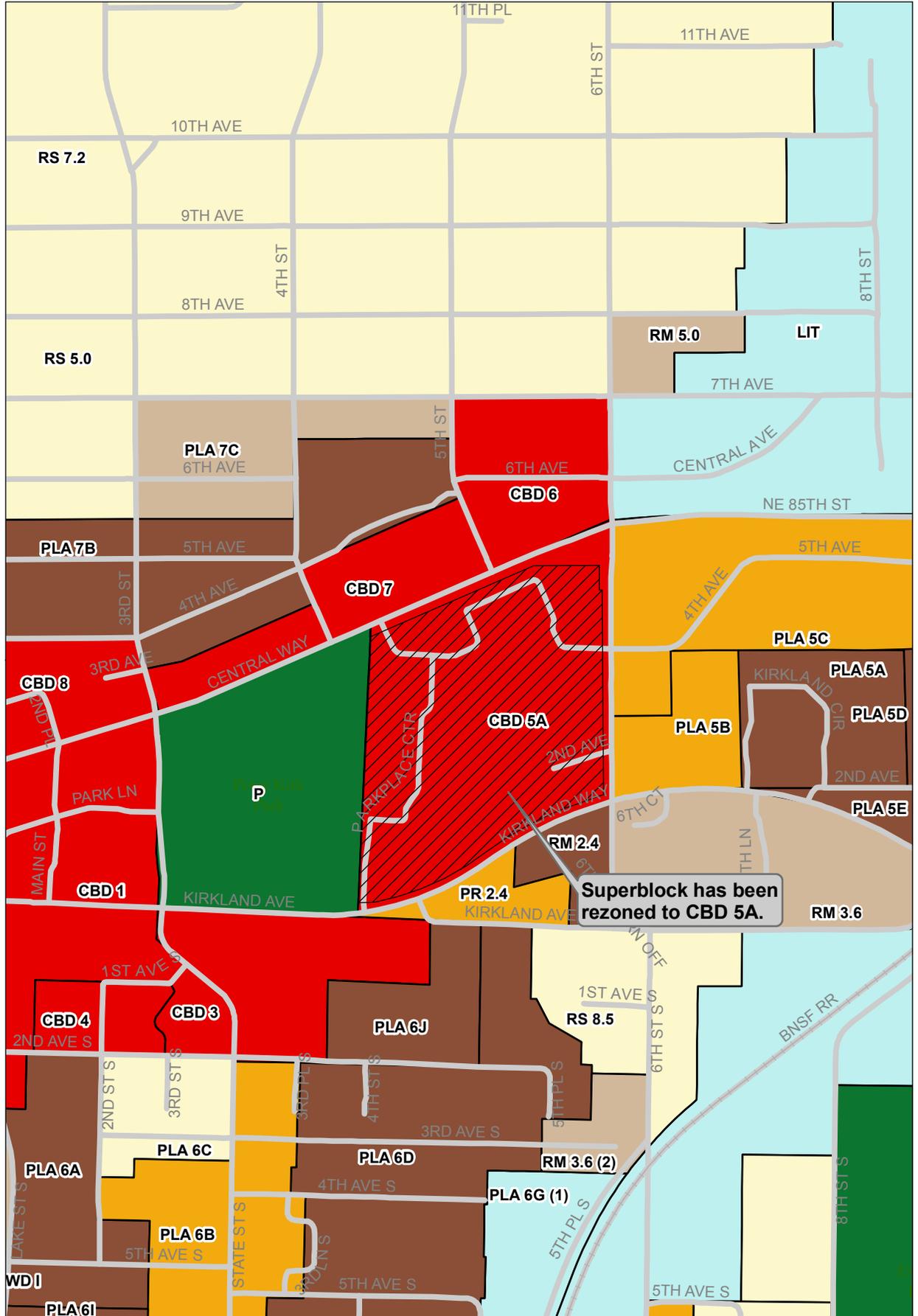


Vicinity Map

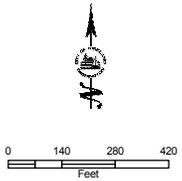


Legend

- Superblock Study Area
- Zone Designation**
- Commercial
- Industrial
- Office
- High Density Residential
- Medium Density Residential
- Low Density Residential
- Institutions
- Park/Open Space
- Railroad Centerline



Superblock has been rezoned to CBD 5A.



Source: City of Kirkland 2008; ICF 2010



Figure 3.1-5
Proposed Zoning for Superblock Alternative

Zoning and Development Standards

The Superblock Alternative would require amendments to the Zoning Code, including replacing the CBD-5 zone with a new CBD-5A zone (or amending the CBD-5 zone) to achieve the taller buildings on the Superblock (Figure 3.1-5). Other zoning amendments would modify building setbacks, parking requirements, percentage of retail required as part of an office development, open space connectivity, pedestrian connection, and general sustainability measures described in the 2008 FEIS Review Alternative. Amendments could place retail land uses on portions of the Superblock that have not traditionally had retail, or in areas where retail may not have as high visibility as other portions of the site.

Unified Ownership Alternative

The Unified Ownership Alternative would require amendments to the Moss Bay Neighborhood Plan, as well as to the City's Zoning Map and Zoning Code.

City of Kirkland Comprehensive Plan

The Unified Ownership Alternative is generally consistent with the City's vision for Downtown. This alternative adds jobs and economic vitality to Downtown. However, this alternative provides fewer jobs in the Downtown CBD than any alternative except the No Action Alternative (see Table 3.1-3). Additional employment proposed on the Parkplace site would also be in proximity to the highest level of transit service at the Kirkland Transit Center; however, the additional employees on the Post Office site would be located further from the Transit Center on the perimeter of Downtown. Maximum building heights on the Parkplace site are expected to be within the 5-story limit allowed by the CBD-5 zone, and lower than the proposed CBD-5A zone maximums which allow up to 8 stories. The number of stories proposed on the Post Office site is consistent with policies that allow for 5 to 6 stories, though the 70-foot-tall building would be greater than that allowed by existing zoning standards.

The Unified Ownership Alternative is consistent with the City's Land Use Goals LU-1 and LU-6, and Policies LU-5.3 and LU-6.2, which call for the City to create more of a complete community and opportunities for residents to work within the City. The Unified Ownership Alternative provides more intensive infill redevelopment on a portion of one commercial block, consistent with Policy LU-5.2. This alternative also increases the mix of employment and shopping, providing it in proximity to the Kirkland Transit Center, also consistent with Policies LU-3.3 and LU-5.3. Under this alternative, new employment and shopping alternatives would be provided within walking or bicycling distance of a large portion of the City's residential population, consistent with Policy LU-3.1.

The Unified Ownership Alternative would redevelop the Post Office site with a 70-foot-tall mixed-use building with both office and commercial uses. The addition of taller buildings and commercial uses in this perimeter area of Downtown, adjacent to lower-scale residential uses is inconsistent with City policies LU-1.3, and Goal LU-4.

Table 3.1-3. Assumed Number of Employees by Neighborhood

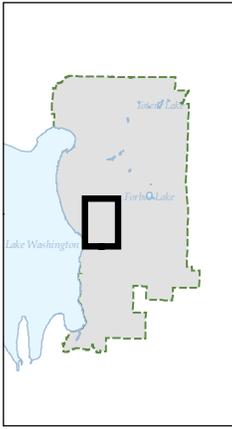
Geographic Area	Existing Conditions	No Action Alternative	Superblock Alternative	Unified Ownership	Off-Site Alternative	2008 FEIS Review Alternative
Central Business District (Downtown)	1,445	3,710	6,760	5,250	5,950	6,760
Perimeter Area (Moss Bay outside the CBD Downtown)	120	120	120	1,630	120	120
Moss Bay Neighborhood Subtotal	1,565	3,830	6,880	6,880	6,070	6,880
Norkirk Neighborhood (Substation)	130	410	410	410	1,220	410
Totals	1,695	4,240	7,290	7,290	7,290	7,290
Net Increase		2,545	5,595	5,595	5,595	5,595

Source: ICF International

The proposed redevelopment in the Unified Ownership Alternative provides similar consistency to urban design and access concepts found in Policy LU-5.1 as the Superblock Alternative.

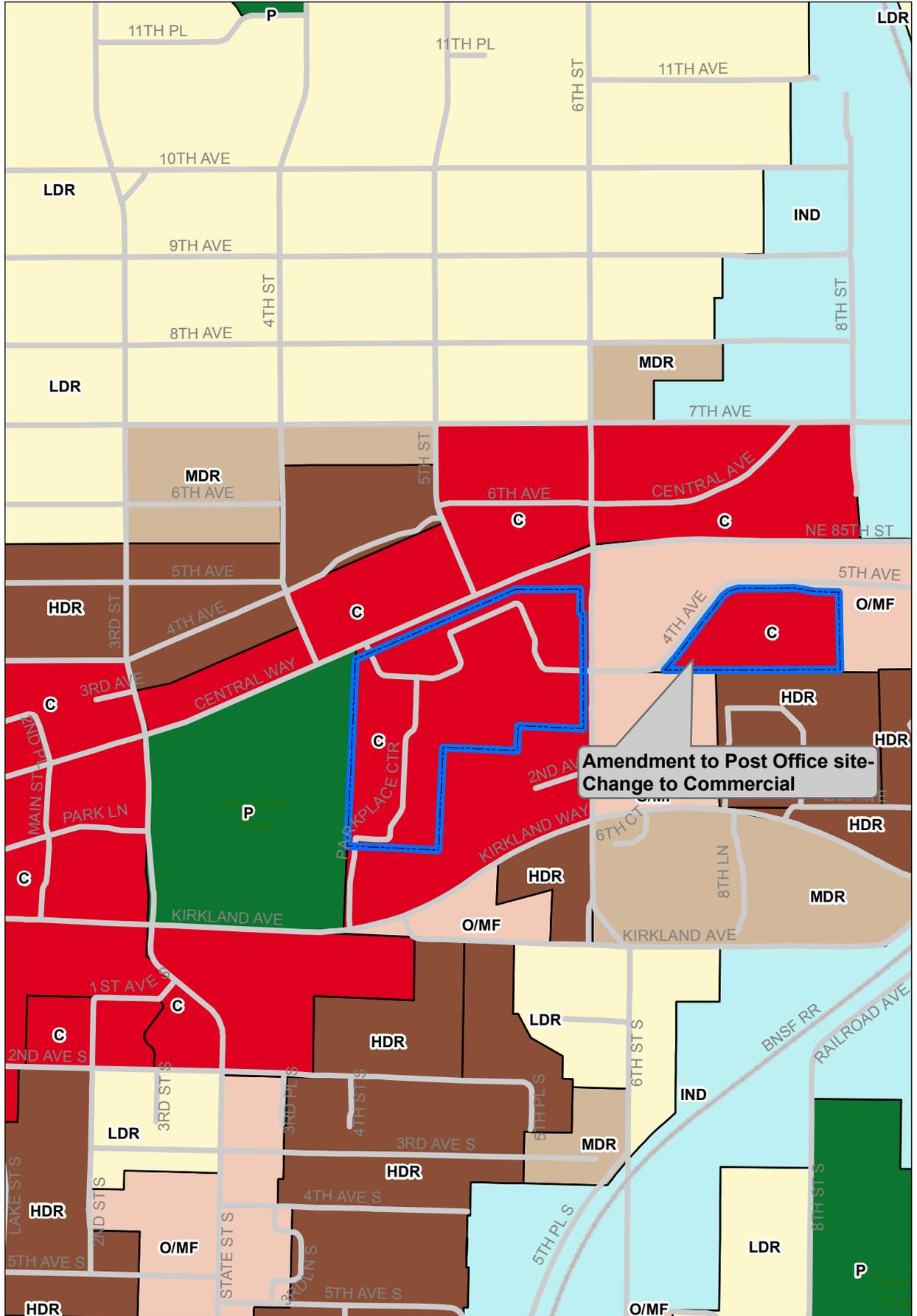
The Unified Ownership Alternative would foster a strong and diverse economy by adding a significant number of office and commercial jobs in a concentrated area, consistent with Goal ED-1. The anticipated increase in office space and jobs will also provide expansion space for growing businesses, and help the City maintain a strong job and wage base consistent with Policies ED-1.1 and ED-1.2. The Unified Ownership Alternative adds less office to the East Core Frame of Downtown – an area designated for additional employment growth, than the Superblock Alternative. Therefore this alternative is less consistent with Goal ED-3 and Policy ED-3.3 than the Superblock Alternative. The infill redevelopment of this existing commercial area with both office and commercial uses provides mixed-use development consistent with Policy ED 3.5.

The Unified Ownership Alternative is consistent with adopted Transportation Element policies on promoting pedestrian and bicycle transportation between neighborhoods, employment centers, and shopping. By providing a mix of employment and shopping in two large sites along a designated pedestrian corridor between the Downtown Core and its Perimeter area, that connects with the Kirkland Transit Center, Peter Kirk Park, and surrounding neighborhoods, this alternative would be consistent with Goal T-2 and Policy T-2.1.

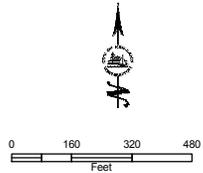


Vicinity Map
0 5,800 11,600 17,400
Feet

- Legend**
- Unified Ownership Study Area
 - Proposed Comprehensive Plan**
 - Commercial
 - Industrial
 - Light Manufacturing Park
 - Office
 - Office/Multi-Family
 - Low Density Residential
 - Medium Density Residential
 - High Density Residential
 - Institutions
 - Park/Open Space
 - Railroad Centerline



**Amendment to Post Office site -
Change to Commercial**



Source: City of Kirkland 2008; ICF 2010



Figure 3.1-6
Proposed Comprehensive Plan for Unified Ownership Alternative

Moss Bay Neighborhood Plan

The Unified Ownership Alternative would be consistent with the Moss Bay Neighborhood Plan's vision statement in that it would attract economic development and emphasize diversity by combining a mixture of office and commercial space. The Unified Ownership Alternative focuses this mixture of uses on two large sites: the Parkplace site in the Downtown Core area, and the Post Office site in the Perimeter area. The Parkplace portion of the Unified Ownership Alternative is consistent with the East Core Frame policy and narrative in that it provides a large, intensively developed mixed-use area that emphasizes office redevelopment in the area of the East Core Frame between Central Way and Kirkland Way.

More details on how the Unified Ownership Alternative would meet design policies and guidance contained in the Moss Bay Neighborhood Plan, including an analysis of views, is contained in Section 3.2, Aesthetics.

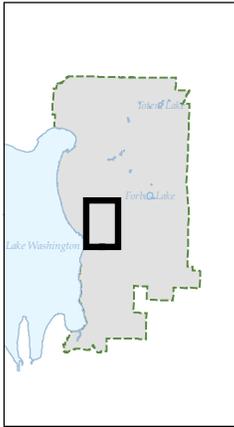
Redevelopment of the Parkplace site under the Unified Ownership Alternative would be consistent with the maximum height and urban design components of the Downtown portion of the Moss Bay Neighborhood Plan.

Redevelopment anticipated on the Post Office site as part of the Unified Ownership Alternative would be inconsistent with Moss Bay Neighborhood Plan Perimeter Area policy guidance because it would allow retail uses in an area designated for office and multifamily residential. In addition, the addition of some of the tallest buildings in Downtown on the Post Office site on the Perimeter Area of Downtown would make achieving compatibility with multifamily located to the south of the Post Office site difficult to achieve. However, redevelopment of the Post Office site to a 5-story building is consistent with Moss Bay Neighborhood guidance on maximum building height in this portion of the Perimeter expressed in number of stories.

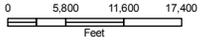
The commercial uses anticipated on the Post Office site would require the City to change the Comprehensive Plan land use designation on this site to Commercial (Figure 3.1-6). Although this would achieve a Comprehensive Plan Land Use Map consistency, application of a Commercial designation on the Post Office site would be inconsistent with the various Planned Area Comprehensive Plan Land Use Map designations that abut the Post Office site on all sides.

Zoning and Development Standards

The Unified Ownership Alternative would require amendments to the Zoning Code, including applying a new CBD-5A zone to the Parkplace and Post Office sites to help achieve the mixture of office and commercial uses and the taller buildings on the Post Office site contemplated under this alternative (Figure 3.1-7). The current PLA-5C zone only allows building heights up to 60 feet or 6 stories, whichever is lower, while the proposed redevelopment on this site would require a 5-story building of 70 feet in height to attain the FAR anticipated. Other zoning amendments would modify building setbacks, parking requirements, percentage of retail required as part of an office development, open space connectivity, pedestrian connection, and general sustainability measures described in the 2008 FEIS Review Alternative.

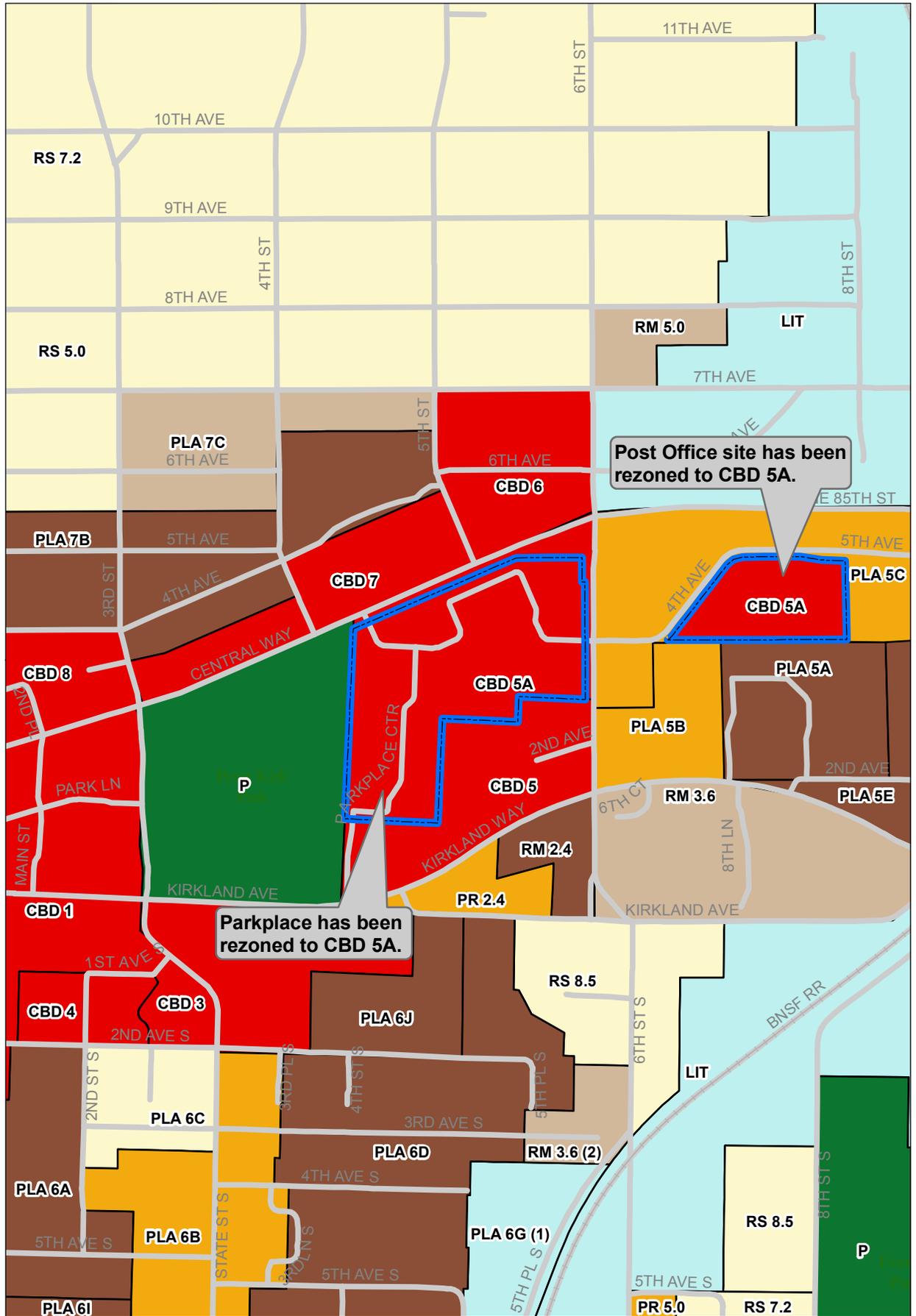


Vicinity Map



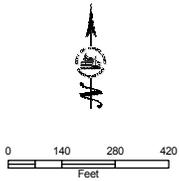
Legend

- Unified Ownership Study Area
- Zone Designation**
- Commercial
- Industrial
- Office
- High Density Residential
- Medium Density Residential
- Low Density Residential
- Institutions
- Park/Open Space
- Railroad Centerline



Post Office site has been rezoned to CBD 5A.

Parkplace has been rezoned to CBD 5A.



Source: City of Kirkland 2008; ICF 2010



Figure 3.1-7
Proposed Zoning for Unified Ownership Alternative

Off-Site Alternative

The Off-Site Alternative would require amendments as described to both the Norkirk Neighborhood Plan and Moss Bay Neighborhood Plan, as well as to the City's Zoning Map and Zoning Code.

City of Kirkland Comprehensive Plan

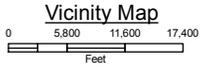
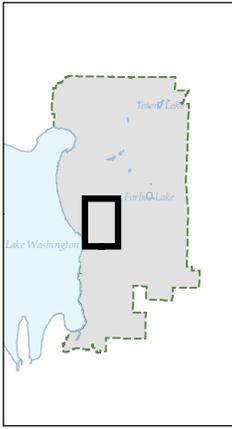
The Off-Site Alternative is generally consistent with the City's vision for Downtown since it would provide additional commercial development to Downtown. However, instead of adding employment in a particular focal point, the Off-Site Alternative spreads employment to areas around the Superblock and Parkplace site, adding employment in a less concentrated manner than the Superblock Alternative. Taller buildings would be needed to accommodate the additional development in the CBD-7 zone, together with changes to upper story setback requirements (6 feet for every 2 stories) that exist in the CBD-1B zone would both result in a less pedestrian-friendly scale relative to other alternatives. Although additional employment on the CBD-7 and CBD-1B blocks will be proximate to the highest level of transit service in the City at the Kirkland Transit Center (adjacent to the CBD-1B Core Block), the additional employment on the Substation Block would be located further away from the transit center, providing less consistency with policies LU-3.3 and LU-5.3.

Similar to the Superblock Alternative, the Off-Site Alternative would be consistent with Land Use Goals LU-1 and LU-6, and Policies LU-5.3 and LU-6.2, which call for the City to create more of a complete community that provides more employment opportunities for Kirkland residents. The Off-Site Alternative also provides new employment opportunities within walking and bicycling distance of Kirkland residents' homes, consistent with Policy LU-3.1

The Off-Site Alternative would provide for infill commercial development to maintain the vitality of existing commercial areas as called for in Policy LU-5.2.

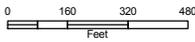
The taller building heights and more intensive development would be dispersed to the edges of Downtown and the Norkirk neighborhood (CBD-7 Block and Substation Block), which would make transitioning the new office and commercial development in these areas to nearby residential neighborhoods challenging. Building and upper story setbacks that are often used as means of transition are in general more difficult to achieve on smaller, non-contiguous sites. In addition, the scale and intensity of new development on the Substation Block will be significantly greater than single-family residential uses located to the north and northwest of this block. This would conflict with the transition goal and policy language found in Goal LU-4 and policies LU-1.3 and LU-5.1.

The Off-Site Alternative would be consistent with City economic development goals and policies as the Superblock Alternative described above. The Off-Site Alternative would foster a strong and diverse economy by adding a significant number of office and commercial jobs consistent with Goal ED-1. The anticipated increase in office space and jobs would also provide space for growing businesses and help the City maintain a strong job and wage base consistent with Policies ED-1.1 and ED-1.2. The Off-Site Alternative would provide infill redevelopment of three existing commercial areas with a mix of office and commercial uses providing mixed-use development consistent with Policy ED 3.5.



Legend

- Offsite Study Area
- Superblock Study Area
- Proposed Comprehensive Plan**
- Commercial
- Industrial
- Light Manufacturing Park
- Office
- Office/Multi-Family
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Institutions
- Park/Open Space
- Railroad Centerline



Source: City of Kirkland 2008; ICF 2010

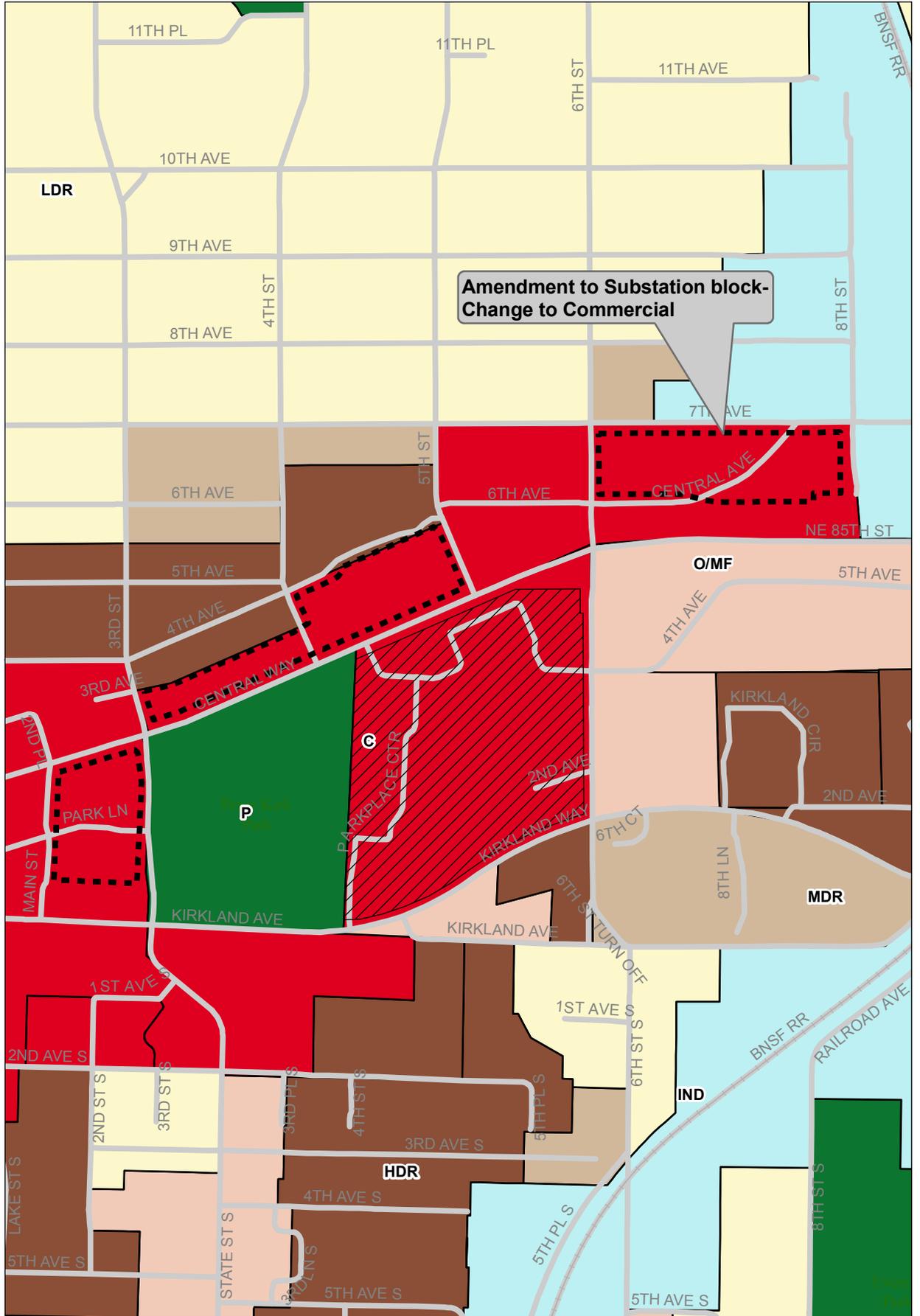
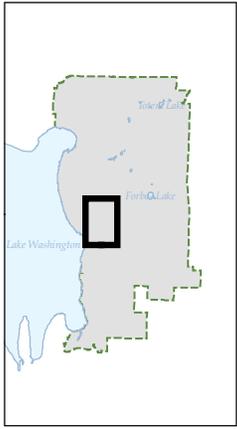


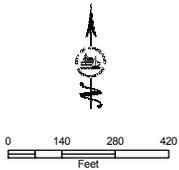
Figure 3.1-8
Proposed Comprehensive Plan for Off-site Alternative



Vicinity Map
0 5,900 11,800 17,700
Feet

Legend

- Offsite Study Area
- Zone Designation**
- Commercial
- Industrial
- Office
- High Density Residential
- Medium Density Residential
- Low Density Residential
- Institutions
- Park/Open Space
- Railroad Centerline



Source: City of Kirkland 2008; ICF 2010

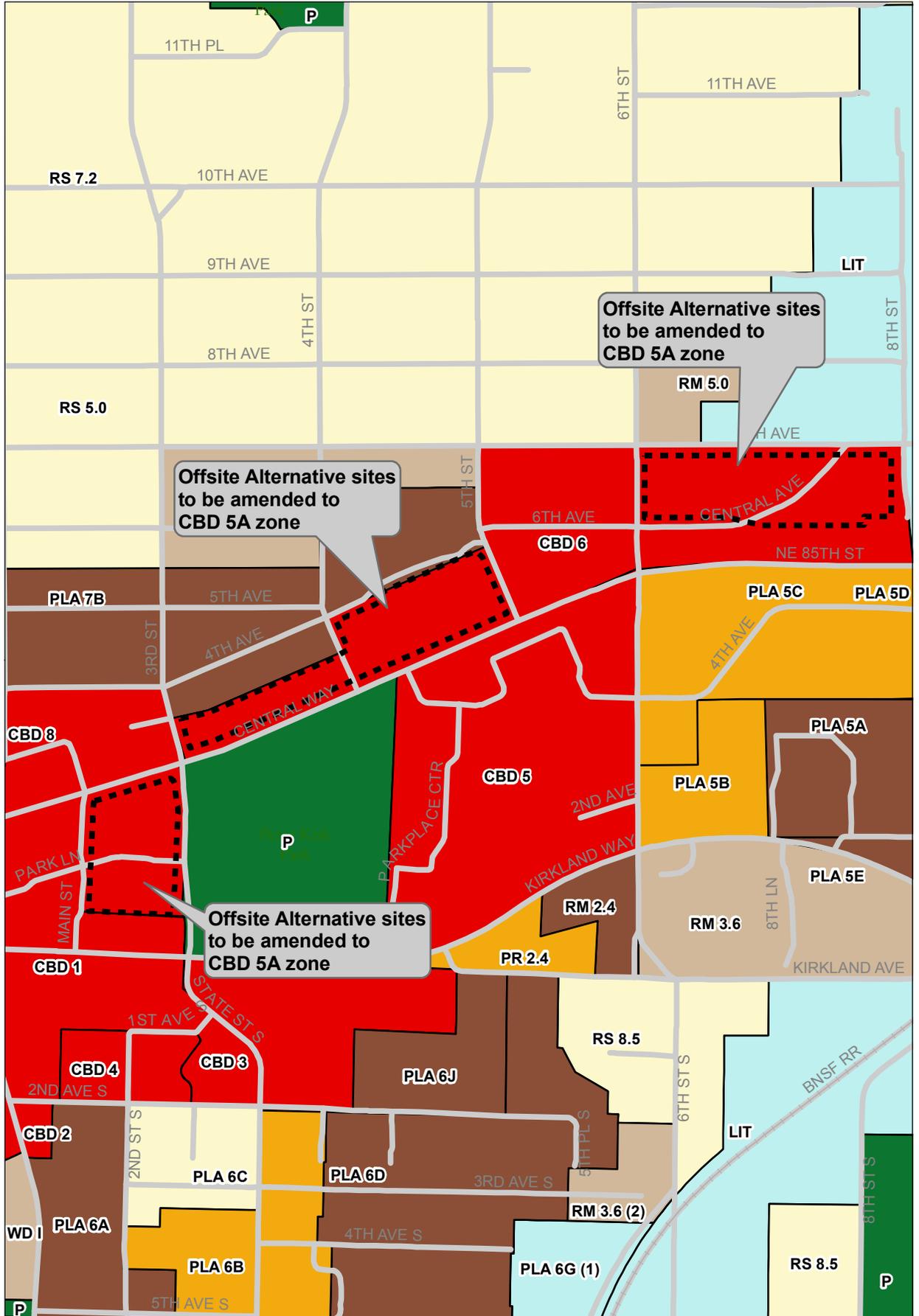


Figure 3.1-9
Proposed Zoning for Off-site Alternative

The Off-Site Alternative would add jobs to Downtown, strengthening its role as an employment center, and strengthening its economic success by providing a concentrated number of new customers for Downtown businesses, consistent with Goal ED-3. However, as can be seen in Table 3.1-3, this alternative would provide fewer jobs in Downtown than the Superblock Alternative since approximately 810 of the new jobs (1,220 total jobs) would be located in the Norkirk neighborhood outside of Downtown. In addition, the Off-Site Alternative would provide infill development that is consistent with the role of the Downtown areas described in the Moss Bay Neighborhood Plan. However, the infill development of non-office commercial uses on the Substation Block is inconsistent with the office-oriented transition between Downtown and the Norkirk neighborhood described in the Norkirk Neighborhood Plan (see below). Thus the Off-Site Alternative would be less consistent with Policy ED-3.3, which calls for infill development in accordance with the role of each commercial area.

The Off-Site Alternative would provide the majority of new jobs and shopping opportunities in the pedestrian-friendly Downtown. The Substation Block is located on a designated bicycle street in the City's plans for the Norkirk neighborhood, but is further from the Downtown core. The Off-Site Alternative would be generally consistent with transportation goals and policies promoting nonmotorized access to employment and shopping (Goal T-2 and Policy T-2.1), but would result in relatively greater walking distance. As described above, the spread of employment to a large number of non-contiguous parcels under separate ownership would make implementation of transportation demand management strategies, including parking management, more difficult to achieve.

Moss Bay Neighborhood Plan

The CBD-1B Core Block and CBD-7 Block are assessed against Moss Bay Neighborhood Plan goals and policies. Similar to the other alternatives studied, the Off-Site Alternative is consistent with the plan's vision statement since it attracts economic development that emphasize diversity by combining a mixture of office and commercial space. However, it provides less office and commercial space Downtown than other alternatives being considered since approximately 810 of the new jobs provided under this alternative are located outside of the Moss Bay neighborhood.

The Off-Site Alternative provides additional commercial development that would include ground floor retail and other pedestrian-attracting uses on the CBD-1B Core Block in the Downtown Core consistent with Moss Bay Neighborhood Plan policies on enhancing pedestrian activity and achieving a critical mass of retail uses and services in the Downtown Core. The Off-Site Alternative would also encourage a broad range of commercial uses in the Northeast Core Frame portion of the Downtown (CBD-7 Block) consistent with Northeast Core Frame land use policies. Both CBD-1B and CBD-7 zones already require ground-floor retail along key street frontages. Therefore, the requirement for 25% commercial found in the CBD-5A would not be inconsistent with existing requirements in these zones.

However, the Off-Site Alternative would be inconsistent with the Moss Bay Neighborhood Plan in the following ways:

- The Moss Bay Neighborhood Plan identifies the East Core Frame as the desired area to provide *"...large, intensively developed mixed-use projects..."* and as the best opportunity for a vital employment base Downtown that should emphasize office redevelopment. In particular, the Superblock between Central Way and Kirkland Way is identified as the appropriate place for this type of development. Although some lower level of development is assumed to occur in the

East Core Frame area, the Off-Site Alternative would spread most of the new office and commercial development to other locations within the Downtown and to the Substation Block in the Norkirk neighborhood.

- The spread of office uses to other parts of Downtown and the neighboring Norkirk Subarea would create additional office areas that would compete with East Core Frame (CBD-5) office emphasis described within the Moss Bay Neighborhood Plan.
- Design District 1B would identify a maximum height of 4 to 5 stories (5 stories when at least 3 of the upper stories are residential), and would require upper-story setbacks above 3 stories on Central Way, and above 2 stories on 3rd Street and Kirkland Way. The Off-Site Alternative would displace the upper-story residential dwellings that the City has expressed a preference for in the policy language of the Moss Bay Neighborhood Plan. In addition, the amount of new commercial development needed would require smaller upper story setbacks than currently required in the Design District 1B. Therefore, the Off-Site Alternative is inconsistent with Design District 1B.
- Design District 7 identifies a maximum height of 3 stories, 20-foot front yard setbacks, and 80% lot coverage, which in combination would not allow the total amount of office and commercial development needed. The Off-Site Alternative would require taller building heights at a minimum, and the amount of commercial required on the block would hinder the City from achieving the “green face” that Design District 7 calls for. The Off-Site Alternative is inconsistent with Design District 7.

Therefore, the Off-Site Alternative would require Comprehensive Plan amendments to the selected Moss Bay Neighborhood Plan policies and narrative to achieve consistency.

More details on the Off-Site Alternative’s consistency with design policies and guidance contained in the Moss Bay Neighborhood Plan, including an analysis of views, is contained in Section 3.2, aesthetics.

Norkirk Neighborhood Plan

The Off-Site Alternative provides additional employment development on the Substation Block located in the southeast corner of the Norkirk neighborhood. The additional employment capacity provides an opportunity for additional service and office uses anticipated in the Norkirk Neighborhood Plan Vision Statement. The poor visibility from nearby arterials would likely make retail uses less successful in the Substation Block. It also provides an opportunity for the predominantly office transition to occur on the Substation Block as a transition between the Norkirk Neighborhood and Downtown envisioned in Policy N-7.1.

However, the Off-Site Alternative is inconsistent with Norkirk Policy N-7.1 in that it also includes commercial uses such as retail that are not envisioned for this part of the Norkirk neighborhood and may draw traffic into this area which is meant as a transition to Downtown. In addition, the Off-Site Alternative would require building heights of 5 stories, taller than the 3 stories described in Policy N-7.1 of the Norkirk Neighborhood Plan.

Zoning and Development Standards

Land Use Map and Zoning Map amendments would be needed for the Substation Block, and Zoning Map amendments that apply a modified version of the CBD-5A zone (with varying floor area ratio [FAR] requirements) to the three Off-Site Alternative blocks would need to occur (Figures 3.1-6 and 3.1-7).

No Action Alternative

Under the No Action Alternative, redevelopment would only occur on the Parkplace portion of the Superblock, and the Parkplace North (Primeau) site and associated parking lot of the Substation Block. This redevelopment would occur under existing Comprehensive Plan land use and Zoning designations. This alternative would provide an increase in office and commercial square footage on Parkplace and a portion of the Substation Block, but development would be less than anticipated under all other alternatives. No redevelopment is anticipated on the CBD-1B Core Block and CBD-7 Block under the No Action Alternative.

City of Kirkland Comprehensive Plan

The No Action Alternative would add approximately 2,265 new jobs in the Downtown CBD that would contribute to the economic vitality of the City and Downtown, which would meet the City's vision. In addition, the No Action Alternative includes shorter building heights on all sites than those anticipated in all other alternatives, making human scale development more achievable and more consistent with the City's Vision Statement for its Downtown. The No Action Alternative complies with the City's Comprehensive Plan policies with regard to making the City a complete community with in-city employment opportunities for residents. The No Action Alternative, however, provides less employment opportunity compared to the other alternatives being considered (total increase of 2,545 jobs).

Similarly, the No Action Alternative would provide additional economic development in the Parkplace portion of the Superblock and the Parkplace North portion of the Substation Block. However less economic growth would occur under the No Action Alternative. The CBD-1B Core Block and CBD-7 Block are not expected to provide any additional economic development or growth opportunities since they are not expected to redevelop under the No Action Alternative.

Moss Bay Neighborhood Plan

The No Action Alternative would be consistent with the vision and policies in the Moss Bay Neighborhood Plan. The narrative associated with East Core Frame policies states that the Superblock (which includes Parkplace) *"...provides the best opportunities in the Downtown for a vital employment base..."* (City of Kirkland 2004a: XV-D.8). Although Parkplace would redevelop in a large, intensively developed mixed-use project, it would be a smaller scale redevelopment under the No Action Alternative than anticipated in the other alternatives. Under the No Action Alternative, redevelopment of Parkplace, within Design District 5, would comply with the policy statement that building heights of 2 to 5 stories are appropriate in this design district. More details on how the redevelopment of Parkplace under the No Action Alternative complies with city design guidelines and view policies are contained in Section 3.2, Aesthetics.

No redevelopment is anticipated for CBD-1B Core Block and CBD-7 Block under the No Action Alternative.

Norkirk Neighborhood Plan

Redevelopment of the Parkplace North (Primeau) site and associated parking lot on the Substation Block into an office development is consistent with the Norkirk Neighborhood Plan Vision Statement and policy for land use in this portion of the Norkirk neighborhood. The scale of development will

also be consistent with Norkirk Neighborhood Plan's 3-story maximum building height for this area as well.

3.1.3 Mitigation Measures

Land Use Patterns

Applicable Regulations and Commitments

Future redevelopment of the Superblock, the CBD-1B Core Block, and/or the CBD-7 Block would be required to comply with current City design guidelines which will help enhance the pedestrian environment and treat scale and massing issues for the taller buildings. Adhering to these design standards will be a key component for redevelopment of these areas given that more parking would be placed in structures, building heights would increase, and building setbacks would be reduced or, in some cases, eliminated. Please see Section 3.2, Aesthetics, for more detail on compliance with design standards.

Potential Mitigation Measures

Compatibility impacts were identified for action alternatives in terms of intensity and scale and changes in activity levels due to different uses. The following mitigation measures are intended to reduce potential compatibility impacts.

Superblock Alternative

The City could extend the design guidelines developed for Parkplace in CBD-5A to the rest of the Superblock. These design guidelines:

- Retain or enhance setbacks from the park edge;
- Step back taller portions of buildings away from the park, (see Section 3.2, Aesthetics);
- Adopt height limits within a defined proximity of the park;
- Modulate facades with defined widths and depths;
- Provide enhanced setbacks and/or landscape buffering requirements for development abutting any existing multifamily development.

To reduce potential changes in activity levels due to retail uses along Kirkland Way, the City could require a smaller amount of retail use than in other block faces (less than 25%), allow a smaller range of retail uses that would not result in activity levels when residential dwellings are occupied, and/or allow only standalone office uses.

Unified Ownership Alternative

Mitigation measures for the Parkplace portion of the alternative would be similar to the Superblock Alternative. Regarding the Post Office site, the City could:

- Apply design standards for buildings over 2 stories in height to mitigate for impacts of taller buildings at 70 feet anticipated on the property.

- Limit floor area ratios to reduce the scale and intensity of employment structures in proximity to existing residential development.
- Limit potential types of commercial uses that could increase activity levels in proximity to residential uses such as: require a smaller amount of retail use than in other blocks (less than 25%), allow a smaller range of retail uses that would not result in activity levels when residential dwellings are occupied, and/or allow only standalone office uses.

Off-Site Alternative`

The new zoning designation (CBD-5A) proposed for the three Off-Site Alternative blocks should retain aspects of existing zoning development standards or use allowances to mitigate land use impacts on neighboring properties and rights-of-way, and, where applicable, Peter Kirk Park. Such features are listed below by block:

Substation Block

- To minimize trips for shopping purposes in a portion of the Norkirk neighborhood intended to act as a buffer with Downtown, require a smaller amount of retail use than in other blocks (less than 25%), or allow standalone office on the Substation Block to eliminate conflicts. This would now require implementing districts within CBD-5A that allow for more office on the Substation Block in exchange for less office and more commercial retail on the CBD-1B and CBD-7 Blocks.
- Apply design standards for buildings over 2 stories in height to mitigate for impacts of taller buildings anticipated on the block, and to help soften the transition to existing single-family uses located north of the Substation Block.

CBD-7 Block

- To retain a sense of open space for Peter Kirk Park and a boulevard effect along Central Way described in the Moss Bay Neighborhood Plan, revised regulations could include one or more of the following requirements:
 - Retain or enhance building setbacks from Central Way to facilitate a boulevard effect envisioned in Moss Bay Neighborhood Plan; and
 - Step back taller portions of buildings away from Central Way facing Peter Kirk Park, (as described in Design District 7 of the Moss Bay Neighborhood Plan).

The application of one or more of these mitigation measures would require either a reduction of FAR or an increase in allowed height on the CB-7 Block. Therefore, setbacks and upper-story setbacks are not anticipated to be as great as found under current regulations.

- To minimize land use conflicts with existing multifamily residential buildings abutting or proximate to the CBD-7 Block, the revised regulations could include enhanced setbacks and/or landscape buffering requirements for development abutting any existing residential development. FAR reductions, building modulation, upper-story setbacks, minimum parcel area requirements (lot consolidations), and/or other similar measures could be applied to reduce the scale and intensity of employment structures in proximity to existing residential development.

CBD-1B Core Block

- To maintain a pedestrian-oriented streetscape, stepback portions of buildings above the second story on 3rd Street facing Peter Kirk Park and on Kirkland Avenue, and stepback portions of

buildings above the third story along Central Way (as described under Design District 1 in the Moss Bay Neighborhood Plan).

Plans and Policies

Applicable Regulations and Commitments

Superblock Alternative

Redevelopment considered for the Superblock would need to comply with City design guidelines, the design guidance contained in the Moss Bay Neighborhood Plan's Design District 5, and/or new design guidelines established by ordinance.

The Moss Bay Neighborhood Plan also includes the following additional plan features that could be considered in development of the Superblock:

- Development of the Superblock could enhance the eastern gateway with an entry sign or some other distinctive structure or landscape feature.
- Development of the Superblock could maintain, enhance, and improve the definition of the major east-west pedestrian pathway between the Superblock and the rest of the Downtown shopping district.
- Development of the Superblock could strengthen the visual prominence of Peter Kirk Park and improve pedestrian connections between the Superblock and the park.
- Enhancements to the pedestrian and vehicular circulation, and parking as outlined in the Circulation section of the Moss Bay Neighborhood Plan, could be considered as part of the redevelopment of the Superblock.

If the City decides that the public view shown in the Everest Neighborhood Plan is important to retain, then redevelopment of the Superblock could be designed to avoid obstructing the major territorial view at the intersection of NE 85th Street and Kirkland Way shown in the Everest Neighborhood Plan (City of Kirkland 2004a:XV.D-23).

Off-Site Alternative

Redevelopment considered for the CBD 1-B Core Block and CBD-7 Block would need to comply with City design guidelines, the design guidance contained in the Moss Bay Neighborhood Plan's Design District 1B and Design District 7.

Potential Mitigation Measures

Table 3.1-4 on the following page lists the policy and code amendments that would be needed to implement the DSEIS alternatives. The amendments are based on the 2008 Comprehensive Plan.

Table 3.1-4. Policy and Zoning Mitigation

Potential Policy or Code Amendment	Superblock Alternative	Unified Ownership Alternative	Off-Site Alternative
Comprehensive Plan Land Use Map Amendments			
Amend the Land Use Map for the Post Office site from O/MF to C		X	
Amend the Land Use Map for the Substation Block from IND to C.			X
Comprehensive Plan Text Amendments			
Amend the Capital Facilities Element to include all necessary capital improvements and a multiyear financing plan based on the 10-year transportation needs identified in the Comprehensive Plan, including those supporting Downtown growth. Amendments to the Capital Facilities Element will include amendments to existing Table CF-8 and creation of a new Table CF-8A. See Appendix B.	X	X	X
Amend the Transportation Element to reference the multiyear finance plan described in the Capital Facilities Element amendment above, and add additional projects to Table T-5 and Figure T-6 in support of anticipated Downtown growth.	X	X	X
Update the City's employment capacity numbers in the Introduction and Land Use chapters.	X	X	X
Amend the Moss Bay Neighborhood Plan as follows:			
Amend Design District 5 to allow building heights of 2 to 6 stories rather than 2 to 5 stories, and tie the taller heights allowed to provision of interconnected public spaces, pedestrian-oriented development, retail streets, and sustainability measures	X		
Remove the public view corridor identified at the corner of Central Way and 6th Street and replace it with a designated view corridor at NE 85th Street just west of I-405.	X	X	X
Include a description of how development is subject to design guidelines of the Master Plan and Design Guidelines prepared for the Superblock.	X	X (Parkplace Site only)	
Amend Perimeter Areas language for Planned Area 5 to include allowance for commercial uses within this geographic area.		X	

Potential Policy or Code Amendment	Superblock Alternative	Unified Ownership Alternative	Off-Site Alternative
Amend Perimeter Areas language for PLA-5's North C Subarea to allow commercial as part of the mix of uses allowed within this Subarea, and to indicate that the Post Office site is designated Commercial (C).		X	
Modify Northeast Core Frame language to allow taller buildings (of 5 to 6 stories rather than 1 to 3 stories) abutting Central Way, allow for higher overall lot coverage, and to delete description of building setbacks that create a green face to Central Way, since this would not be accommodated with the building square footage and heights assumed.			X
Modify Design District 7 language to allow for building heights of 5 to 6 stories, reduction of or elimination of the 20-foot minimum front yard setback, and lot coverage of close to 100%.			X
Amend text to tie any taller building heights allowed in Design Districts 1 and 7 to provision of interconnected public spaces, pedestrian-oriented development, retail streets, and sustainability measures.			X
Amend the Norkirk Neighborhood Plan as follows:			
Amend the text of the Norkirk Neighborhood Plan's Policy N-7.1 to recognize a transition area between Downtown and the Norkirk neighborhood south of 7th Avenue between 6th Street and 8th Street that includes allowing office and commercial mixed uses, as well as buildings as increasing maximum building height from 3 to 5 stories, and makes corresponding amendments for consistency with the Norkirk Neighborhood Vision Statement.			X
Zoning Map Amendments			
Amend the City's Zoning Map to apply the CBD-5A zone to the entire Superblock.	X		
Apply a new CBD-5A or similar zone to the Parkplace and Post Office sites.		X	
Apply a new CBD-5A or similar zone to the CBD-1B Core Block, CBD-7 Block, and Substation Block.			X
Kirkland Zoning Code Amendments			
Create a new CBD 5A zone and include the following regulations for the new CBD 5A zone:			
Require that development on Parkplace Site to comply with the Parkplace Master Plan.	X	X	

Potential Policy or Code Amendment	Superblock Alternative	Unified Ownership Alternative	Off-Site Alternative
Require that development on the remainder of the Superblock comply with Parkplace Master Plan design concepts extended to the larger Superblock.	X		
Require that development on the sites in question comply with Design Guidelines contained in Kirkland Municipal Code (see Kirkland Municipal Code amendments below).		X (Post Office Site only)	X (Substation Block only)
Require that the amount of retail provided for development in the CBD-5A zone equal at least 25% of the office space provided in the development consistent with the mix of uses discussed in the 2008 FEIS Review Alternative.	X	X	X
Establish other land uses, including hotel, athletic club, and movie theater as allowed uses subject to conditions. These uses are consistent with the mix of uses considered in the 2008 FEIS Review Alternative.	X	X	X
Prohibit retail establishments from exceeding 70,000 square feet; at grade drive-through facilities; and outdoor storage, sale, service and/or rental of motor vehicles, sailboats, motor boats, and recreational trailers. This prohibition of uses is consistent with assumptions contained in the 2008 FEIS Review Alternative.	X	X (Parkplace Site only)	X
Establish maximum building heights on the Superblock of no more than 6 stories in height, with similar establishment of maximum building height districts, measurement points for maximum building height, and allowances for rooftop appurtenances to exceed height under specified conditions, similar to those found in the 2008 FEIS Review Alternative, only applied to the entire Superblock.	X		
Allow for distinct building height districts that allow up to 70 feet in height on the Post Office Site portion of the CBD 5A zone.		X	
Allow for distinct building height districts including a maximum of 4 stories on CBD-1B Core Block (no change), 5 to 6 stories on the CBD-7 Block, and 5 stories on the Substation Block.			X

Potential Policy or Code Amendment	Superblock Alternative	Unified Ownership Alternative	Off-Site Alternative
Require submittal of a study to justify parking less than required in the Zoning Code based on shared use and inclusion of a transportation management plan (TMP) and parking management plan (PMP) as part of the parking reduction study, similar to the 2008 FEIS Review Alternative.	X	X	X
Establish specific setback requirements based on a location similar to those found in the 2008 FEIS Review Alternative, only applied to the entire Superblock. These would include: <ul style="list-style-type: none"> • No street setbacks • A 25-foot minimum setback along interior property lines • A 55-foot minimum setback adjacent to Peter Kirk Park (Superblock and Parkplace portion of Unified Ownership Alternative only). • A 20-foot minimum setback along Kirkland Way (Superblock only). 	X	X	X
Provide pedestrian connections as outlined in the Moss Bay Neighborhood Plan.	X	X	X
Extend design standard compliance to the Post Office site.		X	
Extend design standard compliance to the Substation Block.			X
Retain an additional building setback and/or upper story building setback the southern property boundary of the Post Office site abutting the pedestrian pathway and residential to the south, similar to current development standards for PLA-5C zone.		X	
Retain an enhanced level of landscaping for any development adjacent to PLA-7B, as currently exists in the CBD-7 zone.			X
Allow a zero-foot front-yard setback for ground-floor retail and similar pedestrian-oriented uses, as currently exists in CBD-7 zone.			X
Retain a requirement for ground-floor retail in the CBD-1B Core Block and CBD-7 Block.			X
Require upper story setbacks similar to those found in the CBD-1B zone, or other equivalent measures to retain a pedestrian character for the CBD-1B Block so long as setbacks do not preclude FAR necessary to achieve employment considered in this alternative			X

Kirkland Municipal Code Amendments			
<p>Include amendments to the Kirkland Municipal Code similar to those found in the 2008 FEIS Review Alternative. These amendments include adding a document similar to that described in the 2008 FEIS Review Alternative that will regulate development design on the Superblock and will include the following features:</p> <ul style="list-style-type: none"> • Establish a network of streets, sidewalks, and open spaces on the Superblock and connect various properties on the Superblock to adjoining streets and Peter Kirk Park. • Provide a large central open space on the Superblock. • Require solar access between March 21 and September 21 for significant internal open spaces. • Provide pedestrian connections as outlined in the Moss Bay Neighborhood Plan. 	X	X	

3.1.4 Significant Unavoidable Adverse Impacts

The Superblock Alternative, Unified Ownership Alternative, and Off-Site Alternative would result in a greater intensity of land use and greater employment in the land use analysis area. Changes to land use have the potential to create land use conflicts in some locations, but impacts can be mitigated as identified under mitigation measures above. With mitigation measures, the changes to land use patterns would generally conform to the Comprehensive Plan vision for Downtown and the Norkirk neighborhood.